

## STAFF REPORT

### CONSIDERATION OF RESOLUTION NO. 95-2196 FOR THE PURPOSE OF ADOPTING THE PORTLAND AREA AIR QUALITY CONFORMITY DETERMINATION FOR THE FY 96 TRANSPORTATION IMPROVEMENT PROGRAM AND 1995 INTERIM FEDERAL REGIONAL TRANSPORTATION PLAN

Date: August 23, 1995

Presented by: Andrew Cotugno

## PROPOSED ACTION

Adoption of this resolution will approve a regional air quality conformity determination for the recently adopted 1995 Interim Federal Regional Transportation Plan (RTP) and for those amendments to the current Metro Transportation Improvement Program (MTIP) that are to be consolidated into an FY 96 MTIP update. The final Conformity Determination is included as Exhibit A of the Resolution. The Determination is required under both federal and state regulations and provides assurance that transportation projects planned within the region will not hinder attainment nor maintenance of the National Ambient Air Quality Standards (NAAQS).

## BACKGROUND

The federal Clean Air Act Amendments of 1990 stipulate that no transportation project may cause or contribute to violation of the NAAQS. This includes projects that will use federal, state, local and private funds. The Oregon Department of Environmental Quality (DEQ) is lead agency for development and implementation of the Oregon State (Air Quality) Implementation Plan (SIP). The SIP is the state's collection of strategies for attainment and maintenance of the NAAQS. To assure that no project hinders meeting the air quality goals, DEQ recently adopted regulations (DEQ rule) for assuring conformity of planned transportation projects with the SIP.

Metro is the Portland area's designated Metropolitan Planning Organization (MPO). Whenever Metro approves significant amendments of either the Regional Transportation Plan (RTP) or the Metro Transportation Improvement Program (MTIP), the DEQ rule requires the MPO to prepare and approve both a qualitative and quantitative analysis of the effects of the projects on regional air quality. Together, these analyses comprise a Conformity Determination. Also, under federal regulations, the MTIP must be incorporated into the State TIP (STIP) without change. Therefore, the MTIP acts as the Portland area element of the STIP. The conformity determination is therefore applicable to the RTP, as well as to both the MTIP and STIP.

Metro has both recently adopted an updated 1995 Interim Federal RTP and has amended the FY 95 MTIP to allocate \$27 million of funds to new transportation projects; has programmed significant new transit projects and programs including a Major Investment Study for the South/North LRT project; and has approved other

miscellaneous transportation projects since January of 1994. Local governments also propose to approve numerous locally funded transportation projects of potential significance to regional air quality. These programmed projects may not proceed without first being shown to conform with the SIP.

Finally, Metro and all potential affected local jurisdictions have approved a Memorandum of Understanding which expires on September 30, 1995. The MOU specifies that Metro shall demonstrate conformity for transportation projects which lie outside Metro's boundaries but within the Oregon portion of the Portland-Vancouver Interstate AQMA. These projects partly comprise the rural area program of the Region 1 element of the STIP. The conformity determination also permits these projects to advance (although this year, no such projects were declared by ODOT to Metro).

Most of this activity is identical to the previous Conformity Determinations that have been prepared by Metro. A significant difference with this Determination though is that the DEQ rule required Metro to engage in an interagency consultation process as part of its preparation. Pursuant to the Rule, Metro designated the Transportation Policy Alternatives Committee (TPAC) as the standing body responsible for interagency consultation. Thereafter, TPAC charged its TIP Subcommittee to prepare a recommendation for TPAC adoption. The TIP subcommittee met on several occasions. It consulted on items specified in the DEQ rule, including the adequacy of the methodology proposed by Metro to conduct the quantitative analysis of regional conformity. At its last meeting, the subcommittee was provided with a draft of the qualitative portion of the conformity determination. The subcommittee moved recommendation of the Determination at that time contingent on incorporation into the draft of appropriate responses to any subsequent comments. Subsequent comments were received from DEQ and these have been responded to and are incorporated in the final Determination. Internal staff review also generated some revision of the document. (The comments are summarized and individual responses are provided in Attachment 1 of this staff report.)

The draft qualitative conformity determination has been available for public review for 30 days and no comments have been received.

At the time of the subcommittee's review of the draft Determination, the quantitative analysis was not yet complete. The committee's recommendation to TPAC to approve the Determination was therefore also contingent on positive outcome of the analysis. Metro staff have since concluded the quantitative analysis and its results demonstrate conformity of the region's planned transportation projects with the SIP. This data is included as Attachment 2 of this staff report (which is also to be included as Table 2 of the Conformity Determination).

#### EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends adoption of Resolution No. 95-2196.

## ATTACHMENT 1

### SUMMARY OF COMMENTS AND RESPONSES DRAFT CONFORMITY DETERMINATION 1995 INTERIM FEDERAL RTP FY 1996 MTIP

The DEQ rule requires that Metro provide written response to substantive comments received on draft versions of Conformity Determinations. A draft of the current Determination was submitted for review in July to members of the public and to the TIP Subcommittee designated by TPAC to formulate a recommendation for approval. During this interagency review, several agencies made verbal comments regarding minor corrections of the Network Table. The Table has been corrected in response to their observations, with one exception. Several projects listed in the Table duplicate one another. This is because several projects enumerated in the Constrained Network of the RTP represent local versus state costs for the same project (i.e., the single project is listed twice to reflect cost sharing agreements.) The Determination Network Table has replicated this duplication of project listings to aid federal reviewers identify the fiscally constrained basis of the networks that have been modelled for air quality purposes.

The Oregon Department of Environmental Quality (DEQ) provided written comments. These are summarized below.

- The term "interim" conformity regulations should be changed to "state conformity rule". *Agreed and done.*
- The draft references DEQ provision of "background [air pollution] concentrations" for Mobile 5a model inputs. The Mobile 5a model does not require these inputs and DEQ does not provide them. *Agreed and deleted.*
- The draft references local agency responsibility to analyze PM10 project impacts. The region is in attainment for PM10 and there is no local responsibility for such analysis. *Agreed and deleted.*
- DEQ requested that a comment be made in the Determination that the interagency consultation subcommittee has committed to meet periodically to address "off-cycle" projects which arise and make to make determinations regarding their regional significance. It is expected that a "screen" for significance can be developed that would likely include a quantifiable impact on capacity, volume and/or emissions. *Agreed and amended. See item vii, page 8.*
- The draft failed to mention the procedures for addressing projects located in the Washington State portion of the Portland-Vancouver AQMA and for projects

outside of Metro's boundary but within the AQMA. *Agreed and amended. See item x, page 8.*

- The draft indicates interagency agreement that "project management staff of the state and local operating agencies should be responsible for project-level public involvement activities." No agreement was reached on this question. *Agreed. See item xv, page 9.*
- The draft's quotation of the 1995 RTP Goal 3, Objective 3, Performance Criteria, indicates a need to revise the RTP language. As stated, it implies that only areas which experience high levels of carbon monoxide emissions from transportation-related sources should seek to avoid violation of the federal CO standard. No areas should exceed that standard as a result of any source of emissions. *Agreed. The Determination's "quotation" of this Criteria has been amended in anticipation of the RTP being revised in similar fashion (see page 13).*
- DEQ requested that the off-model methodology for calculation of bicycle project emissions reductions be provided at the earliest opportunity for review by the agency. No comment on the methodology had been received prior to preparation of this response document. Any comments the agency may have will be heard at TPAC and will be available as an amendment to the Resolution staff report forwarded for consideration by JPACT and Metro Council.

Metro's modelling staff also reviewed the draft Determination and made several comments. The bulk of their comments were aimed at improving the Determination's lay interpretation of the methods used by Metro to calculate transportation demand, distribution, system effects and air pollutant emissions. These refinements have been included throughout the document.

The most significant change resulting from these amendments is retraction of the statement that this year's Determination independently calculates heavy truck distribution. This methodology was employed in the prior year's analysis (which was never approved). However, DEQ and Metro staff concurred that the slight increase of precision afforded by the method was not worth the rather dramatic increase in processing and staff time needed to achieve the separate calculation. Therefore, the practice was not used in this year's quantitative analysis as stated in the draft Determination.

One request for the draft Determination was made by persons other than agency personnel. No comments were received by members of the public. A complete record of written comments received by Metro is available at Metro Headquarters.



## 1995 RTP/TIP Air Quality Conformity Results Summary

Total Mobile Emissions in kilograms per day

	<u>Winter CO Metro Boundary</u>	<u>Summer CO Metro Boundary</u>	<u>Summer HC* AQMA Boundary</u>	<u>Summer NOx AQMA Boundary</u>
1990	889,758	434,511	80,602	56,516
1995 Action	596,536	371,149	51,994	53,237
1995 Baseline	596,547	371,156	51,998	53,242
2005 Action	506,816	314,835	39,362	45,064
2005 Baseline	537,827	317,837	39,711	45,318
2015 Action	549,608	341,135	40,548	46,962
2015 Baseline	560,953	348,134	41,297	47,478

\* - includes hot soaks, but not diurnals  
08-23-95

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADOPTING	)	RESOLUTION NO. 95-2196
THE PORTLAND AREA AIR QUALITY	)	
CONFORMITY DETERMINATION FOR	)	Introduced by
THE FY 96 TRANSPORTATION	)	Councilor Rod Monroe,
IMPROVEMENT PROGRAM AND 1995	)	JPACT Chair
INTERIM FEDERAL REGIONAL	)	
TRANSPORTATION PLAN	)	

WHEREAS, The federal Clean Air Act as amended stipulates that no transportation project may cause or contribute to violation of the National Ambient Air Quality Standards (NAAQS); and

WHEREAS, The Oregon Department of Environmental Quality (DEQ) is lead agency for development and implementation of the Oregon State (Air Quality) Implementation Plan (SIP) for attainment and maintenance of the NAAQS; and

WHEREAS, DEQ has, pursuant to the Clean Air Act, recently adopted regulations (DEQ rule) for assuring conformity of planned transportation projects with the SIP; and

WHEREAS, Metro is the Portland area's designated Metropolitan Planning Organization (MPO); and

WHEREAS, The DEQ rule requires the MPO to prepare and approve both a qualitative and quantitative analysis of planned transportation projects' conformity with the SIP (conformity determination) whenever significant amendments are approved of either the Regional Transportation Plan (RTP) and the Metro Transportation Improvement Program (MTIP); and

WHEREAS, The MTIP also acts as the Portland area element of the State TIP (STIP) which must also conform with the SIP; and

WHEREAS, Metro has both recently adopted an updated 1995 Interim Federal RTP and has amended the FY 95 MTIP to allocate \$27 million of funds to new transportation projects; has programmed significant new transit projects and programs including a Major Investment Study for the South/North LRT project; and has approved other miscellaneous transportation projects since January of 1994; and

WHEREAS, ODOT is currently updating the STIP to reflect MTIP amendments; and

WHEREAS, Local governments propose to approve numerous locally funded transportation projects of potential significance to regional air quality; and

WHEREAS, Metro and all affected local jurisdictions have approved a Memorandum of Understanding which expires on September 30, 1995, which specifies that Metro shall demonstrate conformity for transportation projects which lie outside of Metro's boundaries but within the Oregon portion of the Portland-Vancouver Interstate Air Quality Maintenance Areas, and being that no such projects were declared to Metro; and

WHEREAS, Metro has designated the Transportation Policy Alternatives Committee (TPAC) as the standing body responsible for interagency consultation during preparation of the conformity determinations pursuant to the DEQ rule; and

WHEREAS, TPAC charged its TIP Subcommittee to prepare a recommendation for TPAC adoption; and

WHEREAS, The TIP subcommittee reviewed a draft of the qualitative portion of the conformity determination; consulted on

items specified in the DEQ rule, including the adequacy of the methodology proposed by Metro to conduct the quantitative analysis of regional conformity; and provided comments on the draft determination; and

WHEREAS, Substantive comments of the subcommittee members have been responded to within the qualitative conformity determination, the whole of which determination is attached in Exhibit A; and

WHEREAS, The draft qualitative conformity determination has been otherwise available for public review for 30 days and no comments have been received; and

WHEREAS, The subcommittee recommended that TPAC adopt the conformity determination provided that the quantitative analysis was satisfactorily concluded; and

WHEREAS, Metro has since concluded the quantitative analysis and its results demonstrate conformity of the region's planned transportation projects with the SIP; now, therefore,

BE IT RESOLVED:

1. That the 1995 Portland area Conformity Determination is adopted by Metro.

2. That TPAC has met its obligation under the DEQ rule to conduct interagency consultation as part of the current conformity determination.

3. That the 1995 Interim Federal RTP conforms with the SIP.

4. That all currently programmed transportation projects declared to Metro, whether they will rely on local, state or federal funds, including non-exempt projects approved by Metro since January 1994, conform with the SIP and are to be

consolidated into an FY 1996 MTIP to the extent required by applicable regulations.

5. That the Region 1 element of the STIP conforms with the SIP insofar as its urban area programming is comprised of the MTIP without change, as specified by federal regulations, and that its rural area programming reflects the scope and design of those projects declared by ODOT to Metro.

6. That staff are directed to forward this conformity determination to ODOT Headquarters staff for approval and to request that ODOT submit the determination for federal review and approval.

ADOPTED by the Metro Council this \_\_\_\_ day of \_\_\_\_\_,  
1995.

Ruth McFarland, Presiding Officer

Approved as to Form:

Daniel B. Cooper, General Counsel

**Interim Conformity Determination (Phase II)  
for the  
Portland Metropolitan Area 1995 Regional Transportation Plan  
and  
FY 1996 Through Post-1999 Transportation Improvement Program**

**I. INTRODUCTION**

**A. Basis of Conformity Requirement**

The following Conformity Determination is for the Portland Area FY 1996 through Post-1999 Transportation Improvement Program (TIP) and the updated 1995 Regional Transportation Plan (RTP). It has been prepared pursuant to the newly adopted State requirements governing Phase II Interim Period conformity determinations.<sup>1</sup>

The Clean Air Act Amendments of 1990 (the Act) required EPA to promulgate a rule containing criteria and procedures for determining conformity of regional transportation plans (RTP) and transportation improvement programs (TIP) with State Implementation Plans (SIP) for attainment and maintenance of federal air quality standards. This rule was adopted by EPA on November 24, 1993. Among other things, the rule required Oregon's Department of Environmental Quality (DEQ) to submit a revision of Oregon's SIP detailing new criteria and procedures for assuring conformity of transportation projects and plans with the SIP. DEQ adopted these revisions, which closely mirror the federal rule, as OAR 340-20-710 through 340-20-1080. Both the DEQ and EPA rules require that qualitative and quantitative analyses support Metro's Conformity Determinations.

**B. RTP/TIP Relationship**

The region's current RTP was adopted in May 1995. It is the "umbrella document" which integrates the various aspects of regional transportation planning into a consistent coordinated process. It identifies the long-range (20-year) regional transportation improvement strategy and 10-year project priorities established by Metro. It defines regional policies, goals, objectives and projects needed to maintain mobility and economic and environmental health of the region through 2015. The Plan must be "constrained" to (i.e., can only rely on) federal, state, local and private revenue sources that are considered "reasonably available" within the 20-year timeframe of the Plan. The Plan must demonstrate dedication of adequate

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<sup>1</sup>The "interim" refers to the period prior to submission to EPA by DEQ of a SIP revision documenting proposed strategies to maintain air quality standards.

resources to preserve and maintain the system before allocating resources for its expansion.

All projects are retained in the RTP until implemented or until a "no-build" decision is reached, thereby providing a permanent record of proposed improvements. Projects may also be eliminated from the RTP in the course of overall amendment or update of the document. The 1992 RTP was last conformed with the SIP in August 1993 and its conforming status lapsed in May 1995, largely because the prior Plan was not yet fiscally constrained, per ISTEA requirements.

It is from proposed improvements found to be consistent with the RTP that projects appearing in the TIP and its three-year Approved Program are drawn. The TIP relates to the RTP as an implementing document, identifying improvement projects consistent with the RTP that are authorized to spend federal and state funds within a three-year time frame. Projects are allocated funding in the TIP at Metro's initiative and at the request of local jurisdictions, Tri-Met and ODOT. Metro must approve all project additions to the TIP. Among other things, Metro must find that proposed capital improvements are consistent with RTP policies, system element plans and identified criteria in order to be eligible for inclusion in the TIP for funding.

The DEQ Rule also specifies that local projects must be assessed for conformity with the SIP consistent with the Clean Air Act requirement that no transportation project -- not simply federally funded ones -- may interfere with achieving national air quality goals. Locally funded projects are not included in the TIP. However, local system enhancement projects -- including many far smaller in scale than that needed to significantly affect the regional transportation system -- are identified in the RTP. Moreover, the Metro's regional transportation model routinely includes projects that fall far below the threshold of those able to significantly affect regional air quality. Therefore, the full model -- not a "regionally significant" project subset -- is used to analyze transportation system effects on air quality in the Portland region. This breadth of analysis assures conformity of both regional and local project air quality effects with the SIP, even though local projects are not included in the TIP. It also assures that Metro's regional travel demand model is routinely scrutinized by all local jurisdictions for accuracy of both the project list and facility characteristics.

The TIP was last assessed for conformity with the SIP in August 1993 and its conforming status has also since lapsed. Additionally, the TIP has been amended to both include and to delay regionally significant projects scheduled within the Three Year Approved Program period (FY 96 through FY 98) and must therefore be reassessed for conformity with the SIP.

## II. QUALITATIVE ANALYSIS

### A. Background

The State Conformity Regulations specify that a *qualitative* analysis be prepared showing that both the Region's Plan and TIP address four broad planning and technical requirements, including a fiscally constrained basis, reliance on the latest planning assumptions, use of the latest emissions models and estimates and that both the RTP and TIP generally enhance or expedite implementation of transportation control measures (TCMs) identified in the SIP. It must also be documented that preparation of these documents conformed with interagency consultation procedures described in the Rule. The Qualitative Analysis portion of the Determination is provided, below.

### B. Analysis

#### 1. Consistency with the Latest Planning Assumptions (OAR 340-20-810).

- a. Requirement: *The State Rule requires that Conformity Determinations be based "on the most recent planning assumptions" derived from Metro's approved "estimates of current and future population, employment, travel and congestion."*

Finding: In the *quantitative* analysis (see Section E, below), analysis year projections for population and employment are forecast by Metro, the region's designated Metropolitan Planning Organization (MPO), from a 1990 base that reflects population and employment estimates calibrated to 1990 Census data. Travel and congestion forecasts in the analysis years of 1995, 2005 and 2015 are derived from this base using Metro's regional travel demand model and the EMME/2 transportation planning software.

Within subroutines of the model, Metro calculates the bike/walk mode split for calculated travel demand based on variables of trip distance, car per worker relationship, total employment within one mile and a Pedestrian Environmental Factors (PEF) calculated for each of the 1,260 Transportation Analysis Zones (TAZ). The PEFs reflect variables of each TAZ including topography, parcel size, intersection density, employment density and other similar objective variables. The 1995 analysis year uses 1990 PEF conditions in each TAZ. The 2005 and 2015 analysis years assume identical PEF conditions. Transit trip making is also affected by the PEFs, though only slightly. Both the population and



employment estimates and the methodology employed by the EMME/2 model have been the subject of extensive interagency consultation and agreement (discussed further in Section C, below).

The resulting estimates of future year travel and congestion are then used with the outputs of the EPA approved MOBILE 5a emissions model to determine regional emissions. In all respects, the model outputs reflect input of the latest approved planning assumptions and estimates of population, employment, travel and congestion.

- b. Requirement: *The State Rule requires that changes in transit policies and ridership estimates assumed in the previous conformity determination must be discussed.*

Finding: The current Determination assumes significant new *transit capacity* provided by the South/North LRT line and associated feeder bus service starting in 2005. By this time, LRT service is assumed from the Convention Center south to the Clackamas Town Center. By 2015, it is assumed that LRT service will be extended north from the Convention Center to 99th Avenue in Clark County, Washington.

Modelling conducted for FTA as part of the South/North Major Investment Study (MIS) projects approximately 30,000 new riders *in the corridor by 2015* due to full project implementation (an approximate one percent increase of total regional transit ridership). The MIS does not project *2005 ridership*. The Quantitative Analysis portion of this Determination independently generates a 2005 ridership assumption as part of the regional travel demand and distribution calculations, based on the service assumptions discussed below in item "c." Ridership is less than that calculated in the MIS because: 1) the north half of the LRT line is not assumed to be complete in 2005; and 2) less population and employment is allocated to the corridor in 2005 than in 2015. The Determination's projection of 2015 ridership is also discounted from that developed by the South/North MIS to reflect the RTP's more highly constrained transit system operating revenue assumptions. The MIS assumes a constant

The *transit policies* which guide modeled implementation of the new South/North service are consistent with previous Conformity modelling of the Westside and Hillsboro LRT service starts: bus resources providing downtown radial service are replaced with LRT service and previous short-haul service between former radial trunk routes is reconfigured to support new LRT stations and surrounding neighborhoods. This represents continuation of *existing transit policy* and its extension to the expanded LRT system.

- c. Requirement: *The State Conformity Regulations require that reasonable assumptions be used regarding transit service and increases in fares and road and bridge tolls over time.*

Finding: There are no road or bridge tolls in place in the metropolitan area and none are assumed in either the TIP, the RTP, or consequently, in the conformity determination, over time. Auto operating costs are factored into the mode choice subroutines of the regional travel model. These costs are held constant to 1985 dollars. Parking costs are assumed to increase one percent above inflation in the Central Business and Lloyd Districts as a reflection of parking control strategies; costs are held to inflation in all other districts. The three zone transit fare structure adopted in 1992 is held constant through 2015. User costs (for both automobile and transit) are assumed to keep pace with inflation and are calculated in 1985 dollars.

Service assumptions (i.e., transit vehicle headways) also affect trip assignment to transit. South/North LRT service increase, and the distribution of supporting bus service, is discussed above. An annual 1.5 percent "usual and customary" service hour increase is assumed for regional bus service until start-up of Phase 1 South/North LRT service. At 2005, this increment of new bus service is slightly reallocated throughout the region and feeder service within the LRT Corridor is reinforced. Thereafter, non-LRT service hours remain flat through 2015, and the Convention Center to Clark County LRT service is added. This increase of transit service levels is consistent with the RTP's constrained revenue assumptions.

- d. Requirement: *The State Conformity Regulations require that the latest existing information be used regarding the effectiveness of TCMs that have already been implemented.*

Finding: As is discussed further below, all TCMs identified in the SIP have been implemented. The quantitative analysis discussed below does not assume effectiveness of any of the TCMs as a factor in its computation of non-SOV travel. (See also the last full paragraph on page18).

## **2. Latest Emissions Model (OAR 340-20-820)**

- a. Requirement: *The State Conformity Regulations require that the conformity determination must be based on the most current emission estimation model available.*

Finding: As discussed in greater detail in item 5(d) of this Section and in Section III of this Determination, Metro employed EPA's recommended Mobile 5a emission estimation model in preparation of this conformity determination. Additionally, Metro uses EPA's recommended EMME/2 transportation planning software to estimate vehicle flows of individual roadway segments. These model elements are fully consistent with the methodologies specified in OAR 340-20-1010.

### 3. Consultation (OAR 340-20-830)

- a. Requirement: *The State Conformity Regulations require the MPO to consult with the state air quality agency, local transportation agencies, DOT and EPA regarding enumerated items. TPAC is specifically identified as the standing consultative body. (OAR 340-20-760(2)(b)).*

Finding: Fifteen specific topics are identified in the Regulations which require consultation. TPAC is identified as the Standing Committee for Interagency Consultation. TPAC, as allowed by the Rule, has deferred administration of the consultation requirements to a subcommittee, specifically, the TIP Subcommittee. This committee has met on several occasions since adoption of the Rule and has consulted as required on the enumerated topics. The subcommittee recommendations are reflected within this Determination qualitative analysis -- ***which has been submitted for full TPAC review and approval*** -- and address the following issues.

- i. *Determination of which Minor Arterial and other transportation projects should be deemed "regionally significant."*

Metro models virtually all proposed enhancements of the regional transportation network proposed in the TIP, the RTP and by local and state transportation agencies. This level of detail far exceeds the minimum criteria specified in both the State Rule and the Metropolitan Planning Regulations for determination of a regionally significant facility. This detail is provided to ensure the greatest possible accuracy of the region's transportation system predictive capability. The model captures improvements to all principal, major and minor arterial and most major collectors. Left turn pocket and continuous protection projects are also represented. Professional judgement is used to identify and exclude from the model those proposed intersection and signal modifications, and other miscellaneous proposed system modifications, (including bicycle system improvements) whose effects cannot be meaningfully represented in the model.

To ensure accuracy of the model used in preparation of this Conformity Determination, a Project Atlas was compiled of all proposed projects used by Metro to configure modeled networks. Over a period of three months, Metro modelling staff conferred again with ODOT and County and local transportation agency staff for comment and correction. The results of this consultation were used to construct the analysis year networks identified in Appendix A of this Determination. (The final Project Atlas will be prepared in October, 1995. Appendix A of this Determination summarizes the analysis year network assumptions more graphically depicted in the Project Atlas.)

- ii. *Determine which projects have undergone significant changes in design concept and scope since the regional emissions analysis was performed.*

Metro's modelling staff have refined all model links at this time so that all project representations reflect current design concept and scope. ODOT has modified an element of the US 26 improvements currently under construction relating to the Sylvan Interchange off-ramp and associated collector-distributor road system. These changes were reviewed by the Conformity Consultation subcommittee of TPAC and were found to cause an insignificant deviation from the project scope previously conformed as part of the FY 94 TIP, thus clearing the way for advancement of this project prior to completion of the current Determination.

- iii. *Analysis of projects otherwise exempt from regional analysis.*

All projects capable of being modeled have been included in the Conformity Analysis quantitative networks.

- iv. *Advancement of TCMs.*

There are no TCMs identified in the SIP which are not already implemented. (See also, item 4 below.)

- v. *PM<sub>10</sub> Issues.*

The region is in attainment status for PM<sub>10</sub> pollutants.

- vi. *forecasting vehicle miles traveled and any amendments thereto.*

Metro has developed the currently approved forecasts of current and future regional VMT in close consultation with DEQ as part of DEQs Ozone Maintenance Plan development process.

- vii. determining whether projects not strictly "included" in the TIP have been included in the regional emission analysis and that their design concept and scope remain unchanged.*

As described in item "i" above, Metro's modelling staff have conferred with all the region's jurisdictions to ascertain the design concept and scope of all locally funded projects not included in the TIP and to ensure their inclusion within the current Conformity Determination quantitative analysis. During the prescribed quarterly consultation meetings, local jurisdictions are charged with declaration of changes to such projects and the consultation committee will consider the effects thereof on project conformity. It is anticipated that the "regional significance" of such changes, and of any new projects introduced between revisions of the conformity determination, will be determined by the consultation committee on the basis of project changes to existing system volume, capacity and/or emissions thresholds that are yet to be determined by the committee.

- viii. project sponsor satisfaction of CO and PM<sub>10</sub> "hot-spot" analyses.*

The consultation subcommittee noted the absence of MPO expertise concerning project-level quantitative conformity analysis. The committee recommends that TPAC formally approve deference to ODOT staff expertise regarding project-level compliance with localized CO conformity requirements and potential mitigation measures.

- ix. evaluation of events that will trigger new conformity determinations other than those specifically enumerated in the rule.*

The committee shall review regional activity on a quarterly basis and evaluate whether individual project proposals or revision of planning assumptions and/or methodologies warrant recommendation to TPAC of a revision of the regional emissions analysis for reasons other than those prescribed in the Rule.

- x. evaluation of emissions analysis for transportation activities which cross borders of MPOs or nonattainment or maintenance areas or basins.*

The Portland-Vancouver Interstate Maintenance Area (ozone) boundaries are geographically isolated from all other MPO and nonattainment and maintenance areas and basins. Emissions assumed to originate within the Portland-area (versus the Washington State) component of the Maintenance Area are independently calculated by Metro. The Clark

County Regional Transportation Commission (RTC) is the designated MPO for the Washington State portion of the Maintenance area. Metro and RTC coordinate in development of the population, employment and VMT assumptions prepared by Metro for the entire Maintenance Area. RTC then performs an independent Conformity Determination for projects originating in the Washington State portion of the Maintenance Area.

Conformity of projects occurring outside the Metro boundary but within the Portland-area portion of the Interstate Maintenance Area are assessed by Metro under terms of a Memorandum of Understanding between Metro and all potentially affected state and local agencies. No projects affecting state facilities nor any local projects in the area's subject to the MOU were declared to the MPO for this determination. The MOU expires at the end of September, 1995 and will require renewal for subsequent Determinations.

- xi. disclosure to the MPO of regionally significant projects, or changes to design scope and concept of such projects that are not FHWA/FTA projects.*

See item "i" above. Declaration of new projects not identified during update of the Project Atlas for this Conformity Determination shall be made on a quarterly basis to the consultation committee.

- xii. the design schedule, and funding of research and data collection efforts and regional transportation model development by the MPO.*

This consultation occurs in the course of MPO development and adoption of the Unified Planning Work Program.

- xiii. development of the TIP.*

TIP development is routinely undertaken and approved by TPAC.

- xiv. development of RTPs.*

RTP development is routinely undertaken and approved by TPAC.

- xv. establishing appropriate public participation opportunities for project level conformity determinations.*

The subcommittee has not yet discussed this issue either with respect to current practices, or desirable alternatives, if any. However, Metro and DEQ staff have discussed the issue. Metro staff will raise the topic at the

next subcommittee to ascertain whether any such procedures currently in practice and to define the context, if any, under which such measures would be warranted. In line with other project-level aspects of conformity determinations, it would appear most appropriate that project management staff of the state and local operating agencies be responsible for any public involvement activities that may be deemed necessary in making project-level conformity determinations.

#### **4. Timely Implementation of TCMs (OAR 340-20-840).**

- a. Requirement: *The State Conformity Regulations require MPO assurance that "the transportation plan, [and] TIP... must provide for the timely implementation of TCMs from the applicable implementation plan."*

Finding: Metro and ODOT have reviewed the list of TCMs (listed below) and have determined that all TCMs identified in the SIP have been implemented and that neither the RTP nor TIP will interfere with the TCMs.

Relevant SIP Section: Section 3.4 of the Oregon SIP relates to the Oregon portion of the Portland-Vancouver Interstate Ozone Maintenance Area. Section 4.2 of the Oregon SIP relates to control of Carbon Monoxide. These sections list implemented and committed TCMs and describe their current status.

Metro and ODOT, in consultation and concurrence with DEQ, have reviewed the status of all committed TCMs in the Ozone and CO components of the SIP and have determined all to have been implemented. It should be noted that certain TCMs included in Section 4.3 (Ozone) were included despite being determined at the time not to be required to achieve the National Ambient Air Quality Standards (NAAQS). For Carbon Monoxide (Section 4.2), only the Downtown Portland Air Quality Plan, among the identified additional TCMs, was determined to be necessary for attainment. The status of all required and non-required committed TCMs are described Table 1, below:

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TABLE 1

State Implementation Plan TCMs:  
Section 4.3.3.4 (Ozone) and Section 4.2.4.2 (CO)

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Required Commitments

- a. Inspection/Maintenance
- b. Improved Public Transit
  - Downtown Transit Mall
  - Bus Purchases
  - Bus Shelters
  - Fareless Square
- c. Exclusive Bus and Carpool Lanes
- d. Areawide Carpool Programs
- e. Long-Range Transit Improvements (Banfield LRT)
- f. Park-and-Ride Lots
- g. Employer Programs to Encourage Carpooling and Vanpooling
- h. Traffic Flow Improvements
- i. Bicycle Program
- j. I-5 North Rideshare Program
- k. Emission Standards for Industrial Sources

All of these required committed TCMs have been implemented.

Section 4.3.3.5 (Ozone) Non-Required Commitments:

- a. Transit Improvements
- b. Bus Purchases
- c. Transit Fare Incentives
- d. Ramp Metering
- e. Traffic Flow Improvements
- f. McLoughlin Corridor Rideshare Program
- g. Employee Bicycle Planning Project
- h. State Legislation to Encourage Ridesharing
- i. Shop-and-Ride Program



- j. City of Portland Bicycle Parking Program
- k. Employee Flexible Working Hours Program
- l. Traffic Signal System Project
- m. Downtown Portland Air Quality Program
- n. City of Portland Employee Travel

All of these additional TCMS have been implemented.

**Section 4.2.4.3 (Carbon Monoxide) Additional Commitments:**

- a. McLoughlin Corridor Rideshare Program
- b. Employee Bicycle Planning Project
- c. State Legislation to Encourage Ridesharing
- d. Shop-and-Ride Program
- e. City of Portland Bicycle Parking Program
- f. Employee Flexible Working Hours Program
- g. Traffic Signal System Project
- h. Downtown Portland Air Quality Plan
- i. City of Portland Employee Travel

All of these additional TCMS have been implemented.

Note: Metro, in conjunction with Oregon DEQ began revision of the SIP in FY 94. A formal amendment will be submitted as a Declaration of Attainment and will include a required Long-term Maintenance Plan. That plan will include additional TCM's, or other air quality control measures, as necessary.

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## 5. Other Qualitative Conformity Determinations and Major Assumptions

- a. Findings: The Regional Transportation Plan (RTP) is prepared by Metro. SIP provisions are integrated into the RTP as described below, and by extension into subsequent TIPs which implement the RTP.

The scope of the RTP requires that it possess a guiding vision which recognizes the inter-relationship among (a) encouraging and facilitating economic growth through improved accessibility to services and markets; (b) ensuring that the allocation of increasingly limited fiscal resources is driven by both land use and transportation benefits; and (c) protecting the region's natural environment in all aspects of transportation planning process. As such, the RTP sets forth three major goals:

No. 1 - Provide adequate levels of accessibility within the region;

No. 2 - Provide accessibility at a reasonable cost; and

No. 3 - Provide adequate accessibility with minimal environmental impact and energy consumption.

Three objectives of Goal No. 3 directly support achievement of National Ambient Air Quality Standards (NAAQS):

1. To ensure consideration of applicable environmental impact analyses and practicable mitigation measures in the federal RTP decision-making process.
2. To minimize, as much as practical, the region's transportation-related energy consumption through improved auto efficiencies resulting from aggressive implementation of Transportation System Management (TSM) measures (including freeway ramp metering, incident response and arterial signal optimization programs) and increased use of transit, carpools, vanpools, bicycles, walking and TDM [Transportation Demand Management] programs such as telecommuting and flexible working hours.
3. To maintain the region's air quality.

Performance Criteria: Emissions of hydrocarbon and oxides of nitrogen by transportation-related sources, in combination with stationary and area source emissions, may not result in the federal ozone standard of .12 ppm being exceeded. Emissions of Carbon Monoxide from transportation-

related sources may not, in combination with other sources, contribute to violation of the federal standard of 9 ppm. The three-year Approved Program Element of the region's Transportation Improvement Program (TIP) should be consistent with the SIP for air quality.

These objectives are achieved through a variety of measures affecting transportation system design and operation. The plan sets forth objectives and performance criteria for the highway and transit systems and for transportation demand management (TDM).

The highway system is functionally classified to ensure a consistent, integrated, regional highway system of principal routes, arterial and collectors. Acceptable level-of-service standards are set for maintaining an efficient flow of traffic. The RTP also identifies regional bicycle and pedestrian systems for accommodation and encouragement of non-vehicular travel. System performance is emphasized in the RTP and priority is established for implementation of transportation system management (TSM) measures.

The transit system is similarly designed in a hierarchical form of regional transitways, radial trunk routes and feeder bus lines. Standards for service accessibility and system performance are set. Park-and-ride lots are emphasized to increase transit use in suburban areas. The RTP also sets forth an aggressive demand management program to reduce the number of automobile and person trips being made during peak travel periods and to help achieve the region's goals of reducing air pollution and conserving energy.

In conclusion, review by Metro and the Oregon Department of Transportation of the 1995 Interim Federal RTP and the ozone and carbon monoxide portions of the SIP, has determined that the RTP is in conformance with the SIP in its support for achieving the NAAQS. Moreover, the RTP provides adequate statements of guiding policies and goals with which to determine whether projects not specifically included in the RTP at this time may be found consistent with the RTP in the future. Conformity of such projects with the SIP would require interagency consultation.

- b. Finding: The FY 1994 Conformity Determination estimate of 1990 Baseline summer CO emissions was based on use of a "Reid Vapor Pressure" variable as input to the Mobile 5a emission analysis. Upon further review by DEQ staff, this variable was revised. The effect of the revision is a dramatically lower prediction of expected 1990 summer HC in the FY 96 emission analysis than was reported in the 1994 Determination. No other values were affected by revision of the value.

- c. Another change to the FY 1996 modeling methodology is use of EMME/2 to determine the proportion of motor vehicle starts occurring within each of the model's approximately 1,260 zones that are "hot" versus "cold" starts. "Cold" start conditions generate dramatically greater amounts of pollutants, principally within the first 30-40 seconds. Previous practice manually assigned a percentage value for hot versus cold starts to each zone. This revision presumably provides a more precise estimate of actual total regional vehicular emissions.
- d. The model used to prepare the emissions forecast for the FY 96 TIP and 1995 RTP differed substantially from that used to forecast emissions for the FY 94 TIP and 1992 RTP. Metro discontinued use of its zone-based travel forecast model and adopted a link-based travel forecast model, as preferred by EPA.

### **III. QUANTITATIVE ANALYSIS**

#### **A. Background**

A finding of TIP and RTP conformity under the State Conformity Regulations requires that a quantitative analysis be conducted. The quantitative analysis requires development of baseline and action-year, link-based travel networks in each of three analysis years (1995, 2005 and 2015); calculation of resulting region-wide travel demand and distribution of region-wide travel flows on each of the analysis-year networks; and a subsequent emissions analysis using MOBILE 5a (OAR 340-20-930). The Portland metropolitan area has the capability to perform such a quantitative analysis.

To determine conformity, Metro must show that both the RTP and TIP contribute to annual emissions reductions. During the Phase II Interim period for the proposed TIP, "contributes" means that implementation of those projects derived from the TIP/RTP modeled in the "action" network in each analysis year, will decrease emissions in the analysis years relative to emissions that would result if only those project contained in the "baseline" networks were to be built. All other factors must be held constant in each analysis year including annual predicted increases of population and employment. Predicted travel demand varies on the basis of the differing infrastructure investments that are assumed in each scenario. Emissions under each "action" scenario must also be less than in the 1990 base-year.

#### **B. Analysis**

##### **1. Determine Analysis Years.**

- a. Requirement: *The State Conformity Regulations require the first analysis year to be no later than 1995 for CO and 1996 for Ozone. The second analysis year must be at least five years beyond the first analysis year, i.e., 2000 or later. The last year of the region's long-range plan (RTP) must also be an analysis year. The 1995 RTP horizon is 2015. Analysis years may not be greater than 10 years apart.*

Finding: Pursuant to OAR 340-20-930(2) and after consultation with DEQ and the federal EPA, Metro has adopted analysis years of 1995, 2005 and 2015 for this Conformity Determination. The year 2005 was selected as the second analysis year: it is 10 years after the first analysis year and is not greater than ten years before the final analysis year of 2015, which is the RTP horizon year.

## 2. Define the Baseline Travel Network

- a. Requirement: *The State Conformity Regulations define the Baseline scenario for each analysis year to be the future transportation system that would result from current programs, comprised of:*
- 1) *all in-place regionally significant highway and transit facilities, services and activities;*
  - 2) *all ongoing travel demand management or transportation system management activities; and*
  - 3) *completion of regionally significant projects (regardless of funding source) which are currently under construction or are undergoing right-of-way acquisition (except for hardship acquisition and protective buying); come from the first three years of the previously conforming transportation plan and/or TIP [FY 94 TIP]; or have completed the NEPA process.*

Finding: Three baseline networks were identified for each of the three analysis years based on the criteria stated above. In essence, these networks are comprised of transportation projects whose implementation is already so well advanced as to be virtually assured of full implementation. It should be noted that the 2005 and 2015 baseline networks are identical, as no projects expected to be operational in the 2006 to 2015 timeframe meet the baseline criteria (i.e., none is "virtually assured" of implementation at this time).

Note: Technically the Farmington Road Widening project (Murray to 172nd) in Washington County did qualify for inclusion in the Baseline network as the full project scope had been conformed in the FY 94 TIP with assumed construction by 2000. Thereafter, funding for the last

project phase slipped and implementation is assumed to occur after 2005. To be conservative, this latter phase was only modeled as part of the Action scenario.

### 3. Define the TIP and RTP "Action" Scenarios.

- a. Requirement: *The State Conformity Regulations define that the action networks in each analysis year "shall be the transportation system that will result in each year from implementation of the proposed transportation plan, TIPs adopted under it, and other expected regionally significant projects," including:*
- 1) *all projects from the Baseline scenario (e.g., the 2005 action network must include all projects contained in both the 1995 and 2005 baseline networks, etc.); and*
  - 2) *all regionally significant projects, including highway and transit projects, and TCM, TDM and TSM activities known to the MPO whether federally or non-federally funded, whether "in" the TIP/RTP or not, and that have clear funding sources or commitments and completion dates consistent with the analysis years. The design concept and scope of all projects must be described in sufficient detail to estimate emissions.*

Finding: "Action" networks were developed for each analysis year (1995, 2005 and 2015.)<sup>2</sup> The composition of each network is indicated in Appendix A. The 1995 Action network is nearly identical to the 1995 Baseline network (see footnote 2, as well as Appendix B, below). The 2005 Action network includes: 1) all the 1995 and 2005 Baseline projects; 2) all the 1995 Action network projects; and 3) all other federal, state and locally funded projects with clear funding commitments and that are expected to be operational by the analysis year, but which are not otherwise well advanced. The 2015 Action network represents full buildout of the 1995 RTP Fiscally Constrained system.

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<sup>2</sup> The 1995 action network differs only slightly from the 1995 baseline network. Because the 1995 fiscal year was nearly over at the time of this Determination, most projects were so well advanced as to warrant inclusion in the baseline network. However, five bike projects were only recently identified for construction as part of the Willamette River Bridges Crossing Program previously approved in the 1994 TIP (CMAQ program). While funding for the projects was secured with adoption of the Bridge Program in 1994, the identification of and commitment to proceed with the four projects was only recently made. For this reason the projects warrant inclusion in the action network.

The beneficial effects of the projects though, cannot be represented within the EMME/2 model. Thus the air quality benefit attributable to these five bike projects has been credited as a post-model decrease of action network emissions. The methodology used for this post-model reduction of 1995 Action network emissions is described in Appendix B.

The intent of the action networks is to identify the incremental air quality effect that would result from projects and programs whose implementation -- while probable with respect to availability of reasonably anticipated revenues -- are not at this time well advanced and whose emissions are thus "discretionary" with respect to unavoidable effects on the regional airshed. In short, should emissions modeled from the action network be greater than those from the baseline, action network projects can theoretically be cancelled or modified as needed to achieve emission reductions. In this way they differ from baseline projects whose design -- and consequent emissions -- are assumed to be fixed.

Note: Numerous projects comprising both the action and baseline networks in all analysis years are incapable of representation within the EMME/2 model. The vast majority of these projects are bicycle and pedestrian projects/programs and other TSM activities. (This class of projects is identified in Appendix A with "no" entered in the "Can Be Modeled" column.) Virtually all of these projects would be expected to decrease emissions as they support non-auto and/or non-SOV travel modes, or otherwise *marginally* enhance the efficiency of the highway network, reducing emissions of CO and Ozone precursor compounds).

Historically, the region has not taken credit for benefits theoretically attributable to this class of projects. This has been mostly because the region's past quantitative analyses have not needed emission reductions in excess of those provided by projects capable of representation within the model. Given the lack of need, and because the ad hoc methodologies for calculating such off-model benefits are very labor intensive, are in most cases not well established and/or accepted and thus are subject to controversy when employed to demonstrate reductions of automotive emissions, Metro has chosen not to seek emission reduction credit for these types of projects. However, in future years, as nation-wide monitoring of CMAQ projects provides more reliable data about benefits of such projects, or should this year's analysis require supplemental emission reductions, the region may take credit for these activities.

### **3. Perform the Emissions Impact Analysis.**

Note: The following *qualitative* discussion was prepared assuming positive outcome of the *quantitative* analysis. In the event Action scenario emissions exceed Baseline levels, or 1990 emissions, the networks will require revision and/or post-model analysis of projects incapable of representation in the EMME/2. The results of the quantitative analysis will be available prior to TPAC, JPACT and Metro Council consideration of this Determination. All elements of the quantitative analysis which generate the "final numbers" are discussed in this Determination. Metro believes that sufficient

information is presented within the qualitative analysis portion of this analysis to meaningfully comment regarding those elements of the analysis which may merit modification pertinent to outcome of the actual network simulations. In short, it is not the "final numbers" that count so much as the assumptions which go into their production and these assumptions and methodologies are fully accessible for public consideration at this time.

- a. Requirement: *The State Conformity Regulations defines the analysis as estimating the difference between the TIP and RTP Baseline and Action scenarios in areawide emissions. Analysis is conducted for emissions of Carbon Monoxide (CO) and Ozone (measured as emission of precursor compounds of Oxides of Nitrogen, or NO<sub>x</sub> and Volatile Organic Compounds, or VOC, which are measured as Hydrocarbons, or HC). For each pollutant, emissions are to be calculated for a 1990 Base and comparative emissions are to be calculated for each analysis year (i.e., 1995, 2005, and 2015) for both the Baseline and Action scenarios.*

Finding: Calculations were prepared, pursuant to the methods specified at OAR 340-20-1010, of CO and Ozone precursor pollutant emissions assuming travel in each analysis year on both the baseline and action networks and on the 1990 network, and were compared against each other. A technical summary of the regional travel demand model, the EMME/2 planning software and the Mobile 5a methodologies is available from Metro upon request. The methodologies were reviewed by the consultation subcommittee and are recommended to TPAC for adoption.

During the subcommittee's review, several questions were raised concerning the forecast of regional VMT, allocation of population and employment and assigned Pedestrian Environment Factors. Documentation was distributed to the membership and several PEF factors were amended based on revised data supplied by local jurisdictions.

#### **4. Determine Conformity.**

- a. Requirement: *The State Conformity Regulations state that conformity of the TIP and RTP with the SIP will be established if Action scenario emissions in each analysis year are less than emissions from the Baseline scenario in each analysis year. There also must be a logical basis for expecting less emissions in each intervening year. Finally, it must be shown that both the TIP and RTP do not increase the frequency or severity of existing violations to satisfy requirements of the Act (essentially, both the TIP and RTP must be found to contribute to emission*



*reductions). This requirement is met if all analysis year Action scenario emissions are less than emissions from the 1990 Baseline network.*

Finding: Emissions under the Action scenario in all three analysis-years were less than in 1990 and were less than the same year Baseline emissions. Table 2 provides a summary of these emissions (see also Graphs 1 through 4). Therefore, with respect to predicted emissions, the Table 2 shows that both the TIP and RTP are in conformity with the SIP.

It is logical to assume that these reductions will be consistent between analysis years because the vast bulk of anticipated reductions is attributable to fleet turnover (i.e., older "dirtier" cars are gradually replaced by newer "cleaner" vehicles). No reversal of such trends is realistic. It is therefore reasonable to assume action network emissions will trend downward in all interim years.

TABLE 2

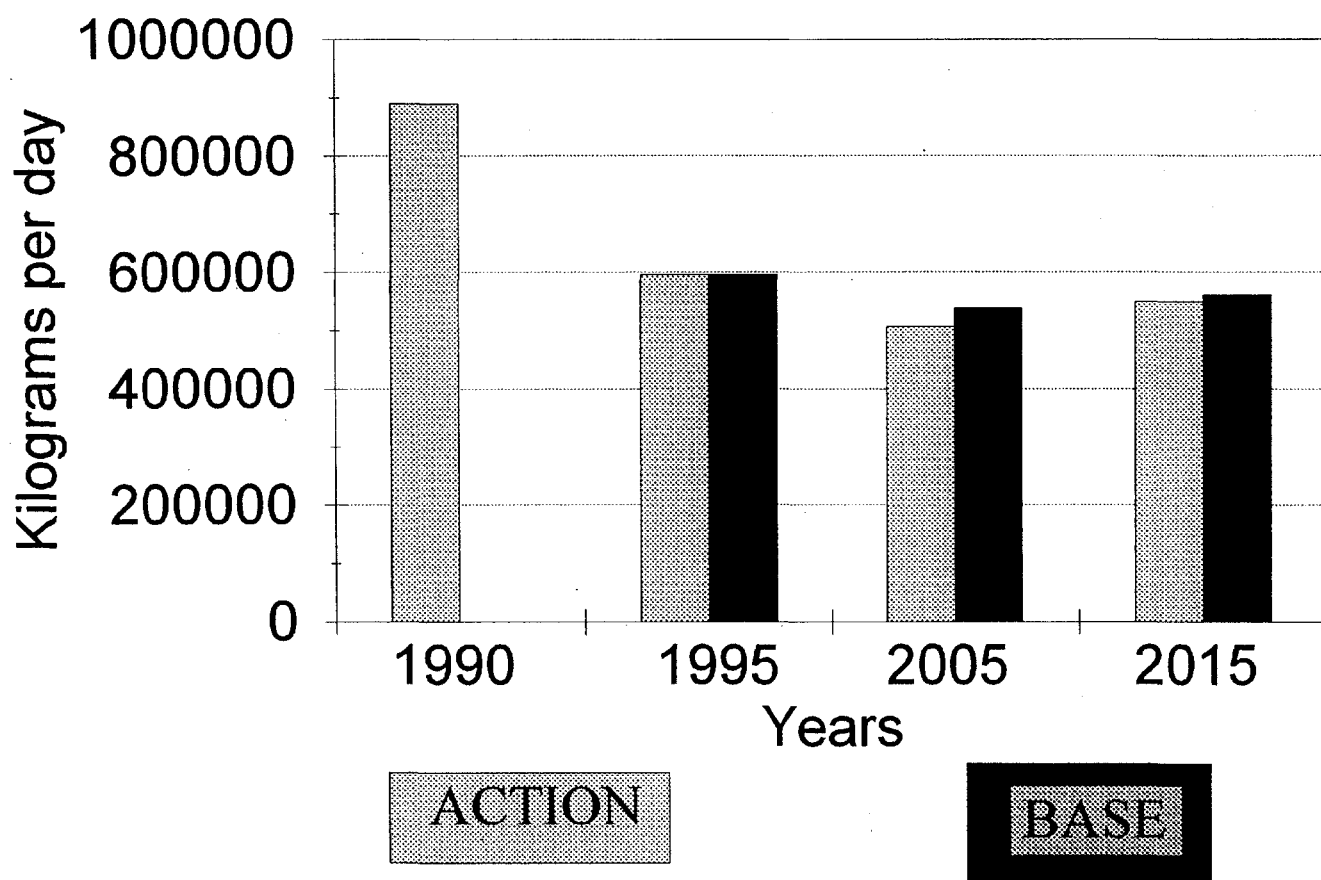
# 1995 RTP/TIP Air Quality Conformity Results Summary

Total Mobile Emissions in kilograms per day

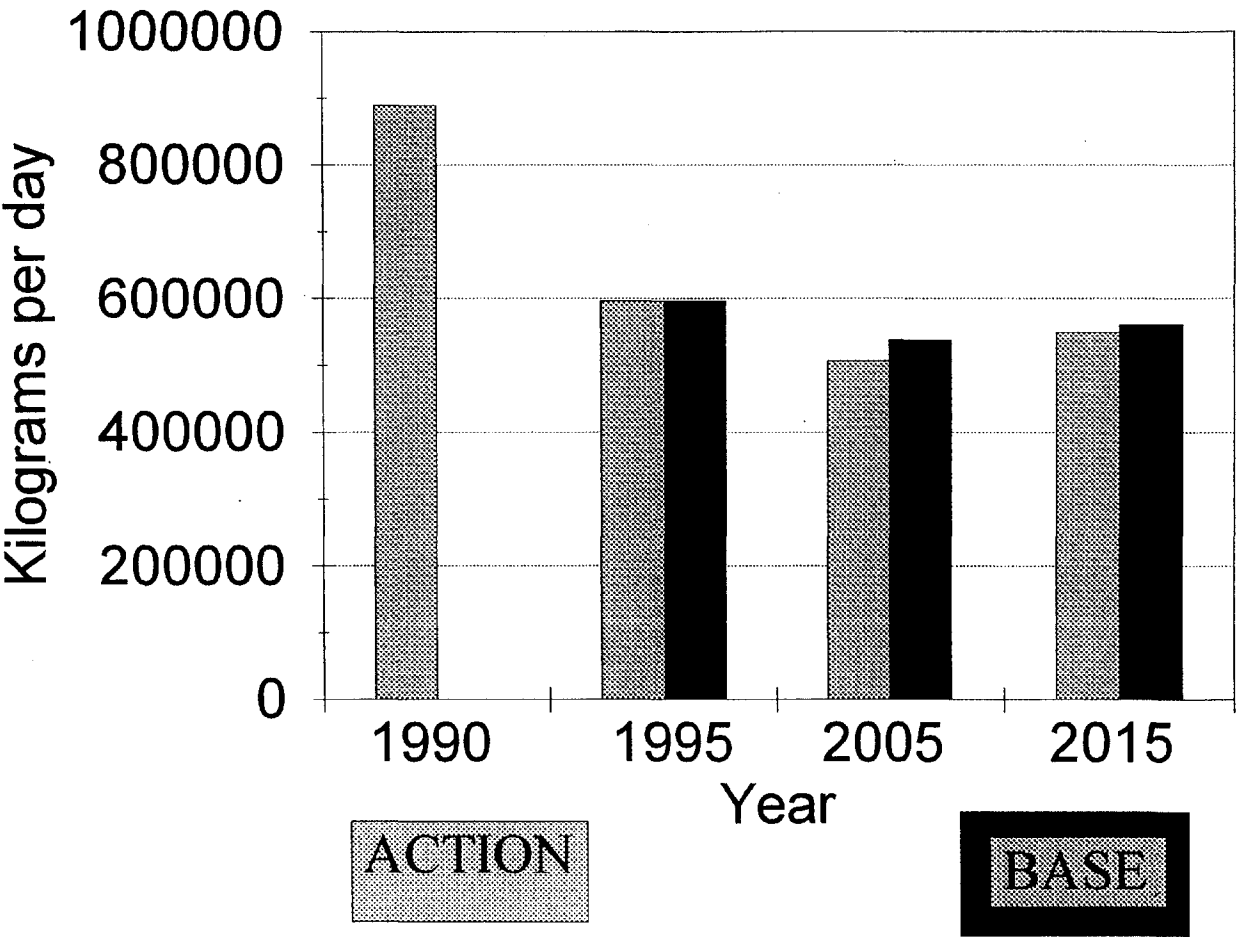
	<u>Winter CO Metro Boundary</u>	<u>Summer CO Metro Boundary</u>	<u>Summer HC* AQMA Boundary</u>	<u>Summer NOx AQMA Boundary</u>
1990	889,758	434,511	80,602	56,516
1995 Action	596,536	371,149	51,994	53,237
1995 Baseline	596,547	371,156	51,998	53,242
2005 Action	506,816	314,835	39,362	45,064
2005 Baseline	537,827	317,837	39,711	45,318
2015 Action	549,608	341,135	40,548	46,962
2015 Baseline	560,953	348,134	41,297	47,478

\* - includes hot soaks, but not diurnals  
08-23-95

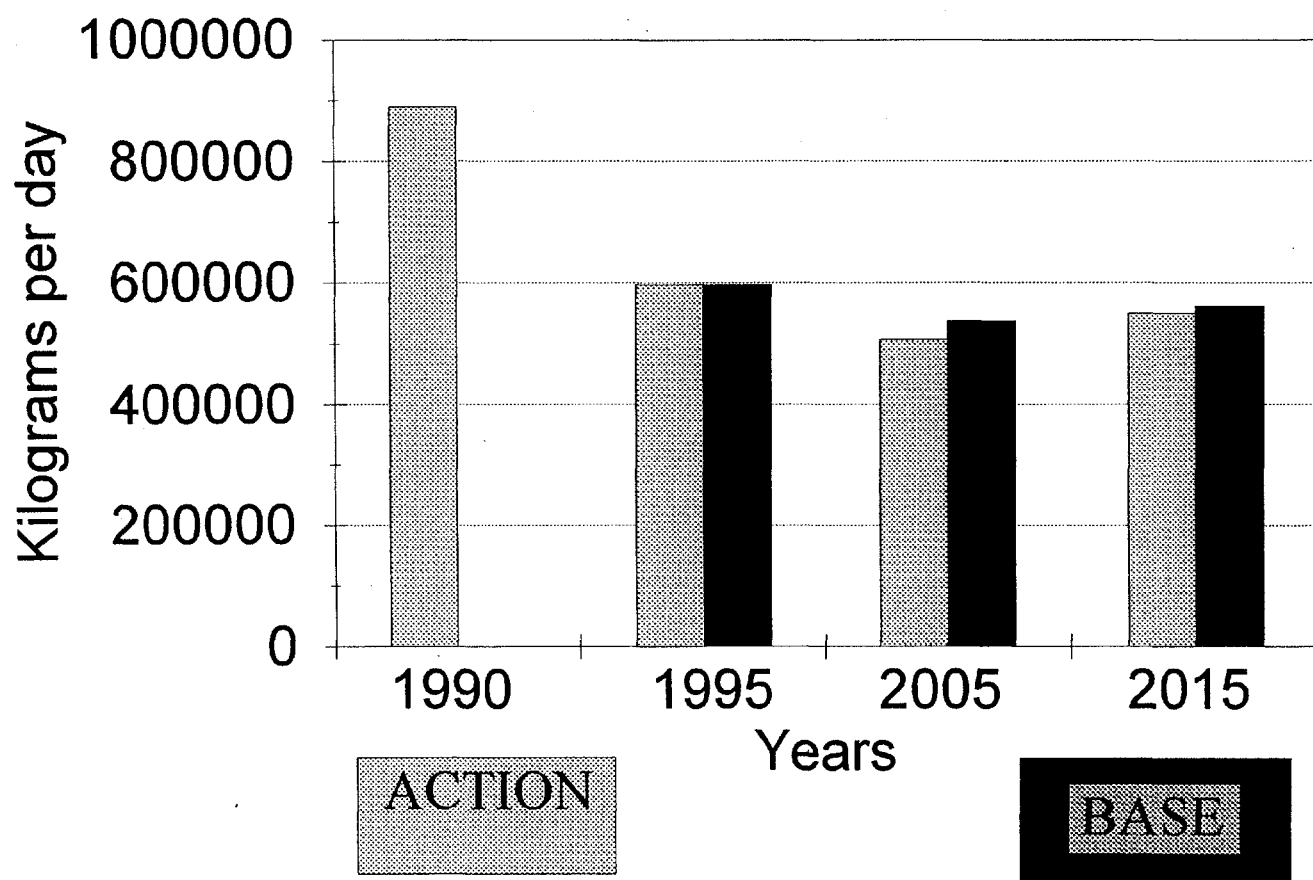
## Summer CO Emissions



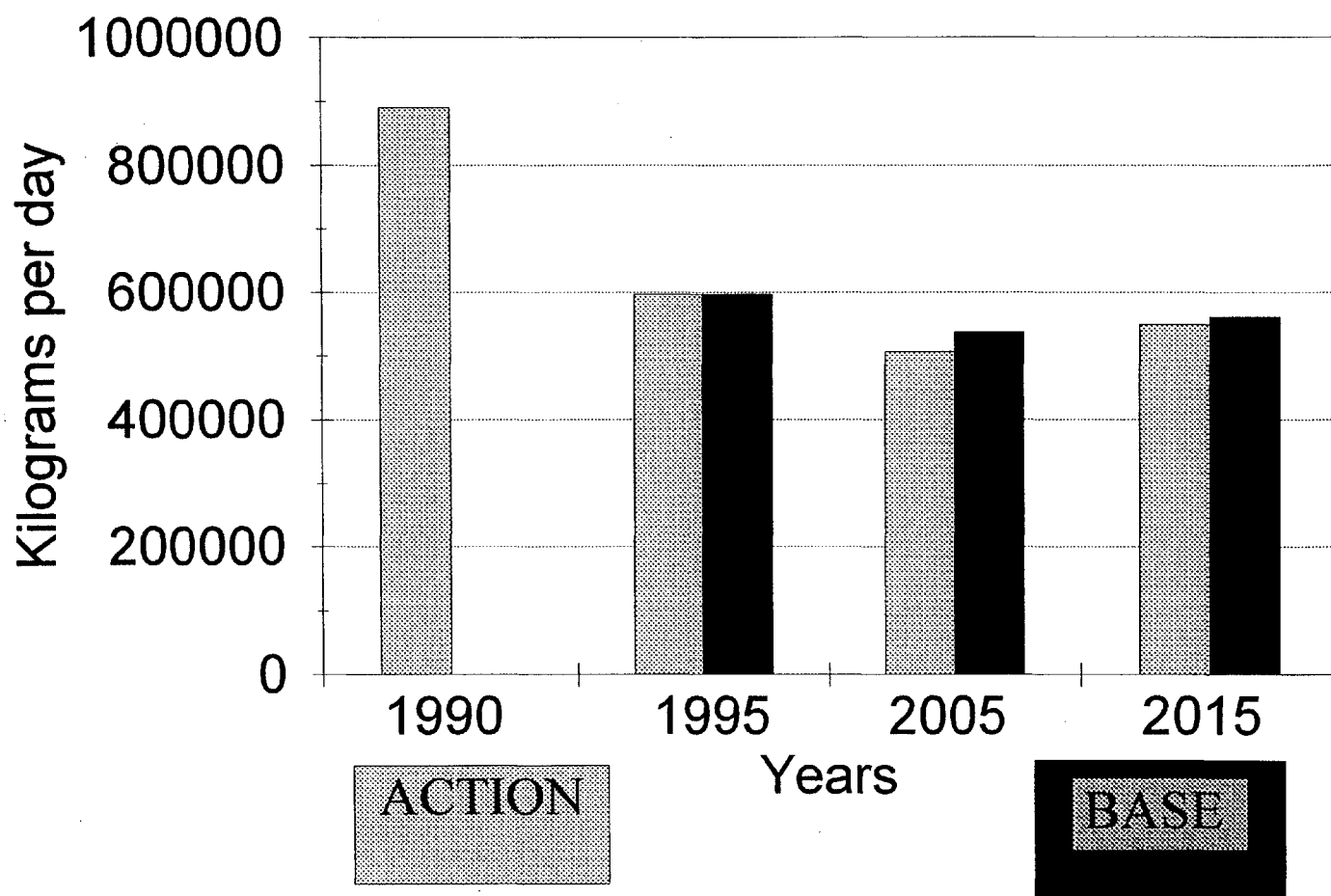
# Winter CO Emissions



## Summer HC Emissions



## Summer NOx Emissions



# APPENDIX A: BASE AND ACTION YEAR NETWORKS

SPONSOR	RTP NO.	PROJECT NAME	PROJECT DESCRIPTION	In Model	EXISTING LANES		PROPOSED LANES		Start Date	Funds	BASE YEAR	ACTION YEAR
					No.	Capacity	No.	Capacity				
Clack Co	0	Reg. Facilities Preservation	throughout Clack Co	no								
Clack Co	1	Beavercreek Road	Beavercreek/Molalla Intrsec'n	yes	0/3	0/900	3/5	900/1800	1996	TIP	05	
Clack Co	2	Highway 212	SPRR to 135th frontage	no	n/a		n/a			RTP		
Clack Co	3	I-205 Frontage Road	Sunnyside to 92nd east of I-205	yes	0	0	3/5	900/1800	1998	RTP		05
Clack Co	4	Monterey overpass	Over I-205 to frontage road	yes	0	0	5	1800	1998	RTP		05
Clack Co	5	Johnson Creek Boulevard	Johnson Creek/Linwood Intrsec'n	yes	2	900	3	1000	1996	TIP	05	
Clack Co	6	Sunnybrook extension	93rd (I-205) to Sunnyside @ 108th	yes	0	0	5	1800	1998	TIP	05	
Clack Co	7	Road Rehab Program	County-wide	no	n/a		n/a	ongoing		RTP		
Clack Co	8	Signal Rehab Program	County-wide	no	n/a		n/a	ongoing		RTP		
Clack Co	9	92nd Avenue	Idleman to Multnomah Co. line	yes	2	700	3	900	2000	TIP	05	
Clack Co	10	122nd Avenue	Sunnyside to Hubbard	yes	2	700	3	900	2000	RTP		05
Clack Co	11	Stafford Road	Stafford/Borland Road Intrsec'n	yes	2	1000	4	1200	2000	RTP		05
Clack Co	12	Johnson Creek Blvd	45th to 82nd Avenue	yes	2	900	3	1000	2000	RTP		05
Clack Co	14	Sunnyside Road	122nd to 152nd	yes	3	900	5	1800	2005	TIP		05
Clack Co	14	Sunnyside Road	108th to 122nd	yes	3	900	5	1800	2000	TIP		05
Clack Co	39	122nd/129th Avenue	Sunnyside to King Road	yes	2	700	3	900	2005	RTP		05
Clack Co	50	Linwood Ave. Bike Lanes	King Road to County Line	no	n/a		n/a		2000	RTP		
Clack Co	53	CTC Connector	Clack Reg. Park to Mather Road	no	n/a		n/a		2005	RTP		
Clack Co	55	82nd Drive Bikeway	Hwy 212/224 to Jennifer St.	no						RTP		
Clack Co	58	SE Johnson Creek Blvd	SE 36th to 45th	no	n/a		n/a	900	1996	RTP		
Clack Co	59	Kruse Way Intrsec'n Imp.	Westlake	yes		1600		1800	2005	RTP		05
Clack Co	61	Boones Ferry Sig. Intersect	I-5 to Country Club	yes				+ 50	2000	RTP		05
Clack Co	62	Hwy 43 Signal Interconnect	Terwilliger to McVey	yes				+ 50	2000	RTP		05
Clack Co	64	McVey Intrsec'n Imp	South Shore	yes		1000/180		1200/2000	2005	RTP		05
ODOT/Clack	83	Hwy 43 Intrsec'n	Terwilliger Intrsec'n - 50%	yes	2	1200	3	1300	2000	RTP		05
ODOT/Clack	84	Hwy 43 Intrsec'n	A' Avenue Intrsec'n - 50%	no	n/a		n/a		2000	RTP		
ODOT/Clack	85	Hwy 43 Intrsec'n	McVey/Green St Intrsec'n - 50%	yes	NB/SB	1200/180	NB/SB	1300/1850	2000	RTP		05
ODOT/Clack	86	Hwy 43 Realignment	West 'A' Street Realign - 50%	yes	n/a		n/a		2000	RTP		05
ODOT/Clack	87	Hwy 43	Willamette Falls Drive - 50%	no					2000	RTP		
ODOT/Clack	88	Hwy 43	Falling Street - 50%	yes				+ 50	2000	RTP		05
ODOT/Clack	89	Hwy 43	Pimlico Street - 50%	no	n/a		n/a		2000	RTP		
ODOT/Clack	90	Hwy 43 Signal Imp.	Jolie Point Traffic Signal - 50%	yes		1200		1250	1995	TIP	95	
Clack Co	*	Boones Ferry Road	Jean to Madrona	yes		1400/180		1800			95	
Clack Co	*	Evelyn Overpass	82nd to Evelyn/Jennifer St	yes		0		900			95	
Clack Co	*	King Rd/Linwood Ave	add turn lanes, reduce from 4 to 3	yes		1400		1200			95	
Clack Co	*	Sunnyside Rd./132nd Ave	signalize, add turn lanes	yes		900		1100			95	
Clack Co	*	Sunnyside Rd	Stevens to I-205 NB ramp	yes		2400		2400			95	
Clack Co	*	82nd Drive	Gladstone Intrchg - Evelyn/Jennifer	yes	2	900	3	1200	1995	TIP	95	

\* TIP funded projects not in RTP; \*\* Part of larger Program; \*\*\* Not in RTP - insignificant to regional system (PAGE 1)

# APPENDIX A: BASE AND ACTION YEAR NETWORKS

SPONSOR	RTP NO.	PROJECT NAME	PROJECT DESCRIPTION	In Model	EXISTING LANES		PROPOSED LANES		Start	Funds	BASE	ACTION
					No.	Capacity	No.	Capacity	Date		YEAR	YEAR
Clack Co	*	82nd Drive	Evelyn/Jennifer to Hwy 212	yes	2	900	3	1200	2000	TIP		05
Clack Co	*	I-205/Sunnybrook	Split diamond Intrchg	yes	-	-	-	-	1998	TIP	05	
Clack Co	*	Webster/Theiseen	add turn lane to Webster Street	yes	2	900	3	1100	1995	RTP	95	



# APPENDIX A: BASE AND ACTION YEAR NETWORKS

SPONSOR	RTP NO.	PROJECT NAME	PROJECT DESCRIPTION	In Model	EXISTING LANES		PROPOSED LANES		Start Date	Funds	BASE YEAR	ACTION YEAR
					No.	Capacity	No.	Capacity				
Mult Co	0	Reg. Facilities Preservation	Throughout Mult. Co	no								
Mult Co	1	NE Halsey St	207th Ave to 223rd Ave	yes	2	900	3/5	1100/1800	1995	RTP	95	
Mult Co	2	Stark St	257th Ave. to Troutdale Rd	yes	2	900	5	1800	1995	RTP	95	
Mult Co	3	207th Ave Connector	Halsey St to Glisan St/223rd Ave	yes	0	0	5	1800	1996	TIP	05	
Mult Co	4	NE Halsey St	190th Ave to 207th Ave	yes	2	900	5	1800	1996	RTP	05	
Mult Co	6	223rd Ave	Glisan St to Halsey St	yes	3	900	5	1800	1996	RTP	05	
Mult Co	7	Road Rehab Program	County-wide	no	n/a		n/a			RTP		
Mult Co	8	Signal Rehab Program	County-wide	no	n/a		n/a			RTP		
Mult Co	11	Jenne Rd	2050' N of Foster/800' S of Powell	yes	2	700	2	750	1997	RTP		05
Mult Co	13	Cherry Park Rd	242nd Dr. to 257th Ave	yes	3	1000	5	1800			05	
Mult Co	32	Division Street	198th Avenue to Wallula Avenue	no	n/a		n/a			RTP		
Gresham	38	Civic Nhd Central Collector	Burnside to Division	yes	0	0	2	500		RTP		05
Gresham	39	Civic Nhd Station Plaza	By Gresh City Hall LRT Station	no	n/a		n/a			RTP		
Mult Co	47	181st/I-84 Intrchnng Imprvmnts	Improve ramps	yes	0	0	1	1200				05
Mult Co	48	181st Widening	I-84 EB ramp to Halsey Street	yes	2	1800	3	2400				05
Mult Co	52	181st Intersect'n Imprvmnt	San Rafael Street	no								
Mult Co	53	181st Intersect'n Imprvmnt	Halsey Street: add turn lanes	yes				add 100 capacity				05
Mult Co	54	181st Intersect'n Imprvmnt	Glisan Street: add turn lanes	yes				add 200 capacity				05
Mult Co	55	181st Intersect'n Imprvmnt	Burnside Street: trn lns/sig upgrade	yes				add 150 capacity				05
Mult Co	56	181st Intersect'n Imprvmnt	Stark Street: add turn lanes	yes				add 100 capacity				05
Mult Co	57	182nd Intersect'n Imprvmnt	Division Street: add turn lanes	yes				add 100 capacity				05
Mult Co	58	185th Intersect'n Imprvmnt	Sandy Boulevard:realign/RR OXing	yes				add 100 capacity				05
Mult Co	59	202nd/Birdsdale Intersect'n Imp	Powell Boulevard: add left turn lanes	yes				add 100 capacity				05
Mult Co	60	223rd/Fairview Intersect'n Imp	Glisan Street: add turn lanes	yes				add 300 capacity			05	
Mult Co	61	Regner Road Intersect'n Imp	Roberts Avenue: add turn lanes	yes				add 100 capacity				05
Mult Co	62	Burnside Street Intersect'n Imp	Division Street: add right turn lanes	yes				add 100 capacity				05
Mult Co	63	242nd/Hogan Intersect'n Imp	Stark Street: add turn lanes	yes				add 100 capacity				05
Mult Co	64	242nd/Hogan Intersect'n Imp	Palmquist Road: signal interconnect	yes				add 50 capacity				05
Mult Co	65	257th Ave/Kane Intersect'n Imp	Stark Street: add turn lanes	yes				add 100 capacity				05
Mult Co	66	257th Ave/Kane Intersect'n Imp	Powell Valley Rd: signal intercon'ct	yes				add 50 capacity				05
Mult Co	67	262nd Ave/Barnes Intersect'n Imp	Orient Drive	yes								05
Mult Co	68	Halsey St Intersect'n Imprvmnt	238th Ave: trn lns on all approaches	yes		900/1400		1200/1600	1997			05
Mult Co	**	Traffic signal optimization	181st: I-84 to Glisan	yes				add 50 capacity				05
Mult Co	**	Traffic signal optimization	Burnside: Eastman Pkwy/Powell	yes				add 50 capacity				05
Mult Co	**	Traffic signal optimization	Division: 60th to 174th	yes				add 50 capacity		RTP		05
Mult Co	**	Traffic signal optimization	Sandy: Burnside to 82nd	yes				add 50 capacity		RTP		05
Mult Co	**	Traffic signal optimization	Powell: 11th to 98th	yes				add 50 capacity		RTP		05
Mult Co	**	Traffic signal optimization	Division: 182nd to 257th	yes				add 50 capacity		RTP		05

\* TIP funded projects not in RTP; \*\* Part of larger Program; \*\*\* Not in RTP - insignificant to regional system (PAGE 3)

# APPENDIX A: BASE AND ACTION YEAR NETWORKS

SPONSOR	RTP NO.	PROJECT NAME	PROJECT DESCRIPTION	In Model	EXISTING LANES		PROPOSED LANES		Start Date	Funds	BASE YEAR	ACTION YEAR
					No.	Capacity	No.	Capacity				
ODOT/Mult	2	US 26	Palmquist/Orient Intersect'n realign	yes			no cap change		1997	RTP		
Mult Co	***	Orient Drive & 282nd	turn lanes on approaches	yes	2	700	3	900	1995	TIP	95	
Mult Co	***	257th/1st (Bull Run) Intersect'n	left turn lanes on 3 approaches	yes	2	700	3	900	1996	CIP	05	
Mult Co	***	Cherry Park Road	242nd to 257th	yes	2	900	3	1000	1995	CIP	95	
Mult Co	***	Columbia Hwy	Halsey to east of Kibling	yes	2	700	3	900	1995	CIP	95	
Gresham	***	1st (Bull Run)	Burnside to 257th	yes	2	700	3	900	1996	CIP	05	
Mult Co	***	Halsey/223rd Intersect'n	left turn lanes on approaches	yes	2	900	3	1000	1995	CIP	95	
Mult Co	***	Orient/Kane (257th) Intersect'n	add SB left turn lane on Kane	yes	2	700	3	800	1997	CIP		05
Mult Co	1	Sellwood Bridge	Sellwood to Highway 43	no						RTP		
Mult Co	2	Mult Co Bridges - Seismic	Central City	no						RTP		
Mult Co	3	Mult Co Bridges - Preservation	Central City	no						RTP		
Mult Co	5	Hawthorne Bridge Sidewalks & Phase		no						RTP		
Mult Co	4	Willamette River Bridges Accessibility										
Mult Co		St. John's Bridge	Syracuse/Philadelphia Intersect'n	no						RTP		
Mult Co		St. John's Bridge	St. Helens/Bridge Ave Intersect'n	no						RTP		
Mult Co		Broadway Bridge	Brdway/Flint/Wheeler Intersect'n	no						RTP		
Mult Co		Broadway Bridge	Lift Span Sidewalks	no						RTP		
Mult Co		Broadway Bridge	Ped Xing at Lovejoy/Broadway	no						RTP		
Mult Co		Broadway Bridge	Broadway Viaduct Bikelanes	yes	2	1400	1	700	1995	RTP		95
Mult Co		Broadway Bridge	Broadway/Hoyt Intersect'n	no						RTP		
Mult Co		Broadway Bridge	10th Avenue Viaduct Bikelanes	yes	2	1400	1	700	1995	RTP		95
Mult Co		Broadway Bridge	Ped Xing at Lovejoy/10th Ave	no						RTP		
Mult Co		Broadway Bridge	Lovejoy Viaduct Bikelanes	yes	2	1400	1	700	1995	RTP		95
Mult Co		Burnside Bridge	Bikelanes from MLK to 6th Ave	yes	2/3	2100/270	1/2	1400/1800	1995	RTP		95
Mult Co		Burnside Bridge	Burnside/MLK Intersect'n	no						RTP		
Mult Co		Burnside Bridge	WB Bikelane West of MLK	no						RTP		
Mult Co		Burnside Bridge	EB Bikelane East of 2nd Avenue	no						RTP		
Mult Co		Burnside Bridge	Burnside/2nd Avenue Intersect'n	no						RTP		
Mult Co		Morrison Bridge	Water Avenue/Yamhill Intersect'n	no						RTP		
Mult Co		Morrison Bridge	Front Avenue Ramp Sidewalk	no						RTP		
Mult Co		Morrison Bridge	2nd Avenue Crosswalks	no						RTP		
Mult Co		Hawthorne Bridge	Hawthorne Viaduct	yes	3	2100	2	1400	1995	RTP		95
Mult Co		Hawthorne Bridge	Clay Ramp Sidewalk	no						RTP		
Mult Co		Hawthorne Bridge	Westside Improvements	yes	1		0		1998	RTP		05
Mult Co		Hawthorne Bridge	Madison Viaduct Sidewalk	no						RTP		
Mult Co		Ross Island Bridge	Kelly Ramp Modification	no						RTP		
Mult Co		Ross Island Bridge	Ped. Xing at Front Ave Ramp	no						RTP		
Mult Co		Sellwood Bridge	Greenway Trail Crossing	no						RTP		

# **AI . ENDIX A: BASE AND ACTION YEAR NETWORKS**

SPONSOR	RTP NO.	PROJECT NAME	PROJECT DESCRIPTION	In Model	EXISTING LANES		PROPOSED LANES		Start Date	Funds	BASE YEAR	ACTION YEAR
					No.	Capacity	No.	Capacity				
ODOT	0	Preserve Existing Reg. Facilities	Reg. Facilities Thruout Region	no								
ODOT/Mult	2	US 26 (realign/remove near Orient)	Palmquist/Orient Intrsect'n	yes			1997 as per Mult. Co		2005	RTP		
ODOT	4	I-5 Ramp Metering	Metro area	yes					2005	RTP		05
ODOT	7	I-5 Intrchnng Recon.	Wilsonville Intrchnng (Unit 2)	yes		900		1800/2200	2005	TIP		05
ODOT	8	I-5 Exit Imprvmnt	Northbound I-205 exit	yes	1 (1W)	2000	2 (1W)	3700	2005	RTP		05
ODOT	9	I-5 Ramp Reconstruction	At Hwy 217 (Unit 2)	yes	varies		varies	+ 1000	2005	TIP		05
ODOT	16	I-5 Widening & Recon.	Greeley to N. Banfield	yes		varies		varies	2005			05
ODOT	21	I-84 Ramp Metering	East Portland	yes					2005	RTP		05
ODOT	28	I-84 Widening	Troutdale Intchg-Jordan Intchg	yes	2 (1W)		2 + aux	+ 1000	2005	RTP		05
ODOT	29	I-205 Ramp Metering	East Portland	yes					2005	RTP		05
ODOT	37	I-205 / Hwy 224	Clackamas (Sunrise) Intrchnng	yes	-	-	-	-	2005	RTP	05	
ODOT	38	I-205 Auxillary Lanes	Powell to Foster	yes	3	6600	3 + aux	7600		RTP		15
ODOT	40	Interstate 205	I-205 Trail (several crossings)	no					2005	RTP		
ODOT	41	I-405 Ramp Metering	Central City						2005			05
ODOT	43	Sunset Ramp Metering	Jefferson to Cornelius Pass Rd	yes					2005	RTP		05
ODOT	47	Sunset Interconnect	Cornell to Bethany	yes				+ 50	2005	RTP		05
ODOT	48	Sunset Widening/Ramps	Murray Road to Hwy 217	yes	2	4500/440	3 (1W)	6000/7000	2005	TIP	05	
ODOT	49	Sunset Widening/Recon.	Highway 217 to Camelot	yes	2 (EB)	4100	3(EB)	6600	2005	TIP	05	
ODOT	50	Sunset Reconstruction	Camelot to Sylvan (Phase 3)	yes	EB/WB	6600/600	EB/WB	6600+cd/4		TIP	05	
ODOT	58	US 30 Bypass Realign	NE 60th Avenue realignment	yes	0	0	4	1400	2005	RTP		05
ODOT	59	US 30 Bypass Widening	Killingsworth at Columbia	yes				+ 200	2005	RTP		05
ODOT	65	Canyon Road Bicycle Imp.	110th to Canyon Dr.	no					2015	RTP		
ODOT	69	TV Hwy Interconnect	209th to Brookwood	yes		2100		2150	2005	RTP		05
ODOT/Wash	71	TV Highway	209th/219th	yes	0	0	3	900	2015	RTP		15
ODOT	72	BH Hwy Bike/Ped Imp.	65th to Hwy 217	no					2005	RTP		
ODOT/Wash	77	BH Highway	Scholls Ferry/Oleson	yes		500		550	2015	RTP		15
ODOT/Wash	78	Farmington Road Widening	209th Ave to 172nd Ave	yes	2	900	3	1200	2015	RTP	15	
ODOT/Clack	82	Hwy 43 Interconnect	Cedar Oak to Hidden Spring	yes				+ 50		RTP		05
ODOT/Clack	83	Hwy 43 Intrsect'n	Terwilliger Intrsect'n	yes	2	1200	3	1300		RTP		05
ODOT/Clack	84	Hwy 43 Intrsect'n	A' Avenue Intrsect'n	no						RTP		05
ODOT/Clack	85	Hwy 43 Intrsect'n	McVey/Green Street Intrsect'n	yes	NB/SB	1200/180	NB/SB	1300/1850		RTP		05
ODOT/Clack	86	Hwy 43 Realignment	West 'A' Street Realignment	yes	-	-	-	-		RTP		05
ODOT/Clack	87	Hwy 43	Willamette Falls Drive	no						RTP		05
ODOT/Clack	88	Hwy 43	Falling Street	yes				+ 50		RTP		05
ODOT/Clack	89	Hwy 43	Pinnico Street	no						RTP		05
ODOT/Clack	90	Hwy 43 Signal Imp.	Jolie Point Traffic Signal	yes		1200		1250	1995	TIP	95	
ODOT	94	McLoughlin Pedestrian Imp.	Hamilton St. to Oregon City	no					2005	RTP		
ODOT	98	Barbur Bike/Ped Improv.	Front to Hamilton St.	no					2005	RTP		

# A. ENDIX A: BASE AND ACTION YEAR NETWORKS

SPONSOR	RTP NO.	PROJECT NAME	PROJECT DESCRIPTION	In Model	EXISTING LANES		PROPOSED LANES		Start Date	Funds	BASE YEAR	ACTION YEAR
					No.	Capacity	No.	Capacity				
ODOT	102	Barbur Bike/Ped Improv.	Terwilliger to Multnomah St	no					2005	RTP		
ODOT	113	Hwy 217 Widening, Ramps	Sunset to TV Hwy. NB (Canyon)	yes	3 (1W)	5500	3 + aux	7200	2005	TIP	05	
ODOT	114	Hwy 217 Widening, Aux.	TV Hwy to 72nd Ave Intrchg	yes	2 (1W)	4500	3 + aux	6000/7000	2015	RTP		15
ODOT	115	Hwy 217 Ramp Meter	Allen	yes					2005	RTP	05	
ODOT	116	Hwy 217 Ramp Improv.	Hwy 217 NB off-ramp at Scholls	yes	2 (1W)	1400	3	1600	2005	RTP		<del>05</del>
ODOT	117	Hwy 217 Ramp Meter	Greenburg	yes					2005	RTP		<del>05</del>
ODOT	121	Halt Bike/Ped Improv.	Oak St to Pacific Hwy West	no					2005	RTP		
ODOT	127	Hardware & Software	Traffic Mngt Ops Center	no					2005	RTP		
ODOT	128	Enhance	Traffic Mngt Ops Center	no					2005	RTP		
ODOT	129	TSO&TDM, 170s, Surf St	Metro region	no					2005	RTP		
ODOT	131	CCTV	Metro region	no					2005	RTP		
ODOT	140	99W Signal Interconnect	I-5 to Durham Road	yes				+ 50	2005	RTP		05
ODOT	*	99E	Clatsop to Hwy 224	yes		1800		3600	1995	TIP	95	
ODOT	*	207th Connector	Halsey to Sandy	yes		0		1800	1997	TIP	05	
ODOT	*	Barnes Extension	Hwy 217 to Cedar Hills	yes		0	WB	2800	1994	TIP	95	
ODOT	*	Boones Ferry Connector	Boones Ferry to SW Ridder Rd	yes		0		900	1996	TIP	05	
ODOT	*	Canyon Road	110th to 117th	yes		1800		2400	1997	TIP	05	
ODOT	*	US 26	Cedar Hills/Sunset Intrchg	yes		-		-	1994	TIP	95	
ODOT		Farmington Road	172nd to Murray	yes		900		1800	2000	RTP	05	
ODOT	*	I-5	Multnomah to Terwilliger	yes		-		-	1995	TIP	95	
ODOT	*	I-5/Stafford Intrchg		yes		-		-	2000	TIP	05	
ODOT	*	I-84	181st to 223rd	yes		3700		6000	1996	TIP	05	
ODOT	*	Sunset Hwy	Zoo Intrchg/Vista Rdg Tunnel	no		-		-	1995	TIP		
ODOT	*	Sunset Hwy	Zoo to Scholls	yes		6000	WB	7000	1997	TIP	05	
ODOT	*	Sunset Hwy - braided ramps	Cedar Hills Intrchg to 76th	yes		-		-	1996	TIP	05	
ODOT	*	Tacoma St	17th to 32nd	yes		700		900	1995	TIP	95	
ODOT	*	TV Hwy	Shute Park to 21st (Hillsboro)	yes		2100		2200	1996	TIP	05	
ODOT	*	Forest Grove N. Arterial	Hwy 47 to Quince	yes		0		1200	2000	TIP		05
ODOT		Old Scholls	New Scholls to 175th	yes		700		1200	1996		05	

# **APPENDIX A: BASE AND ACTION YEAR NETWORKS**

SPONSOR	RTP NO.	PROJECT NAME	PROJECT DESCRIPTION	In Model	EXISTING LANES		PROPOSED LANES		Start Date	Funds	BASE YEAR	ACTION YEAR
					No.	Capacity	No.	Capacity				
Port	0	Preserve Exist. Reg Facilities	Reg. Facilities	no								
Port	1	North Marine Dr	North Rivergate Section	yes	3	1200	5	2400	2000			05
Port	3	North Marine Drive	T-6 Entrance	no	n/a		n/a		1998			
Port	4	Going Street	Going Street Rail Crossing	yes	4	1800	5	2100	2005			05
Port	5	Airport Way eastbound	PDX to I-205 Phase I	yes	2	2400	3	3000	1999			05
Port	6	Alderwood Street	Alderwood Street to Clark Road	yes	0	0	3	900	1999			05
Port	10	Hayden Is Bridge	Rivergate to Hayden Island	yes	0	0	4	1600	2004	prelim e		05
Port	27	Airport Way Westbound	PDX to I-205 Phase 2	yes	2	2400	3	3000	1999			05
Port	28	Industrial area TMA's	Swan Island	no	n/a		n/a		1996			
Port/Portland	29	Burgard/Columbia	Intersect'n	no					1997			
Port/Portland	30	Columbia Blvd	Alderwood Dr Intersect'n	no					1998			
Port/Portland	31	Columbia/Lombard	South Rivergate Rail O'Xing	yes		900		1000	1998			05
Port	45	PDX Expanding Roadway	PDX Terminal	no								
Port/Portland	46	Columbia Blvd Signal Imprvmnts	South Rivergate to I-5 Intertie	yes				+ 50	1998			05
Portland	0	Reg. Facilities Preservation	Throughout City	no								
Portland	7	St Johns Business District	Burlington to	no	varies		varies		2010	RTP		
Portland	15	NE 148th	Marine Dr to Sandy	yes	2	700	3	900	1997	RTP	05	
Portland	19	SE Foster Bv	136th to City Limits	yes	2	900	3	1100	2010	RTP		15
Portland	20	SE Lents Business District	90th to 96th, Foster/Woodstock	no	varies		varies		2000	RTP		
Portland	21	57th/Cully Bv	NE Sandy to Lombard	no	2		2		2000	RTP		
Portland	22	NE Sandy Bv	NE 39th to 82nd Ave	no	4		4		2015	RTP		
Portland	23	NE Sandy Bv	NE 12th to 39th Ave	no	4		4		2005	RTP		
Portland	24	Broadway/Weldler Corridor	I-5 to NE 28th	yes	varies		varies		2000	RTP		05
Portland	25	Lower Albina RR Xing	Interstate to Russell	under re	0		2		2000	RTP		05
Portland	26	River Dist/ Lovejoy Ramp	Broadway Br to NW 14th	yes	4	1400	5	1600	2005	RTP		05
Portland	28	SW Front Avenue	Steel Br to I-405	no	5		5		2000	RTP		
Portland	29	S. Portland Imprvmnts	SW Front I-405 to Barbur	no	varies		varies		2010	RTP		
Portland	32	Water Avenue Extension	SE Division Place to OMSI	yes	0	0	2	700	1998	RTP		05
Portland	33	SE 11th/12th SP Rail Xing	SE Division to Milwaukie	no	4		4		2015	RTP		
Portland	34	Hillsdale Town Ctr Ped Dist	SW Capital Hwy Bertha/Sunset	no	5		5		2000	RTP		
Portland	35	SW Garden Home Rd	SW Multnomah to Capital Hwy	no	2		2		2010	RTP		
Portland	36	SW Garden Home Signal	Garden Home at Multnomah	yes	2	700	3	900	2004	RTP		05
Portland	37	Capital Hwy	SW Bertha bv to Barbur	no	2		2		2004	RTP		
Portland	42	17th-Milwaukie Connector	S. McLoughlin/17th-Milwaukie	yes	0	0	2	700	2010	RTP		15
Portland	43	Woodstock Business Dist	SE 39th to SE 50th	no	varies		varies		2010	RTP		
Portland	44	SE Tacoma	SE 28th to 32nd	no	2		2		2005	RTP		
Portland	46	Road Rehabilitation Program	City wide	no	varies		varies		ongoing	RTP		
Portland	47	Signal Rehabilitation Prog	City wide	no	n/a		n/a		ongoing	RTP		



## APPENDIX A: BASE AND ACTION YEAR NETWORKS

SPONSOR	RTP NO.	PROJECT NAME	PROJECT DESCRIPTION	In Model	EXISTING LANES		PROPOSED LANES		Start Date	Funds	BASE YEAR	ACTION YEAR
					No.	Capacity	No.	Capacity				
Portland	49	Burnside Bike Lanes	33rd St. to 74th Ave.	no	4		4		2000	RTP		
Portland	50	41st-42nd Bicycle Blvd	Columbia Blvd./Springwater Trail	no	2		2		2000	RTP		
Portland	52	Greeley/Interstate Bikeway	Killingsworth to Broadway Bridge	no	n/a		n/a		2005	RTP		
Portland	53	Bertha Blvd. Bike Lanes	Vermont St. to Capital Hwy.	no	n/a		n/a		2005	RTP		
Portland	54	Cornell Road Bike Lanes	NW 30th Ave to NW 53rd Ave.	no	n/a		n/a		2005	RTP		
Portland	56	Division Corridor Bikeway	SE 39th Ave. to SE 92nd Ave.	no	n/a		n/a		2000	RTP		
Portland	57	Holgate Corridor Bikeway	SE 39th Ave. to SE 92nd Ave.	no	n/a		n/a		2000	RTP		
Portland	58	112th Corridor Bikeway	Springwater Trail to Sandy Blvd	no	n/a		n/a		2000	RTP		
Portland	59	Halsey Street Bike Lanes	Sandy Blvd. to 148th St.	no	5		5		2000	RTP		
Portland	64	Central City TMA	Central City employment dist.	no	n/a		n/a		1998	RTP		
Portland	66	Intelligent Transportation Systems	Not yet determined	no	n/a		n/a		ongoing	RTP		
Portland	67	Vancouver/Williams Bike Lanes	Broadway to MLK	no	n/a		n/a		2000	RTP		
Portland		Beaverton-Hillsdale Hwy	Barbur Blvd to Terwilliger	yes	WB	1400	WB	2100	2010			15
Portland		Lombard/Burgard	Philadelphia to Columbia Blvd	yes	3	900	3 or 5 **	900/1800	2010			15
Portland		River District Access	Northwest Triangle	yes		varies		varies	1999			05
Portland		South Waterfront Access	Harrison-Moody connect'n	yes		varies		varies	2005			05

# APPENDIX A: BASE AND ACTION YEAR NETWORKS

SPONSOR	RTP NO.	PROJECT NAME	PROJECT DESCRIPTION	In Model	EXISTING LANES		PROPOSED LANES		Start Date	Funds	BASE YEAR	ACTION YEAR
					No.	Capacity	No.	Capacity				
Wash Co	0	Reg. Facilities Preservation	Throughout Wash Co	no								
Wash Co	3	112th	Cedar Hills Intrchg to Cornell	yes	0	0	3	1200	1997	RTP	05	
Wash Co	4	143rd	West Union to Kaiser	yes	0	0	3	900	1996	RTP	05	
Wash Co	5	124th	99W to Tualatin-Sherwood	yes	0	0	3	900	2006	RTP/20		15
Wash Co	7	Old Scholls Ferry	Murray to Beef Bend	yes	2	900/1800	5	1800	2010	RTP		15
Wash Co	8	Cornell	179th to Bethany	yes	3	900	5	1800	2010	RTP		15
Wash Co	9	Cornelius Pass	Sunset Hwy. to West Union	yes	2	900/1200	5	2400	2010	TIP		15
Wash Co	10	Murray	Millikan to Terman	yes	2	900	4	2400	1997	RTP		05
Wash Co	11	Cornell	Arrington to Baseline/Main	yes	2	1400	5	1800	2015	RTP		15
Wash Co	12	Cornell	185th to Shute	yes	5	2100	7	2900	2015	RTP		15
Wash Co	13	Barnes	Hwy. 217 to 117th	yes	2 (1w)	2800	5(2w)	1800	2010	TIP		15
Wash Co	15	Barnes	Miller to Mult. Co. Line	yes	2	900	5	1800	2015	RTP		15
Wash Co	16	216th	Baseline to Cornell	yes	2	900	5	2100	2010	RTP		15
Wash Co	17	Barnes	Saltzman @ Cornell/New 119th	yes			5	1800	2000	MSTIP		05
Wash Co	18	Brookwood	Airport to Baseline	yes	0/3	0/1200	3/5	900/1800	2005	MSTIP		05
Wash Co	19	Barnes	Miller to Leahy	yes	2	900	5	1800	2015	RTP		15
Wash Co	20	Cornell	Saltzman to Mult. Co. Line	yes	2	900	3	1200	2015	RTP		15
Wash Co	21	Jenkins	Murray to 158th	yes	3	700	5	1800	2006	RTP		15
Wash Co	22	Baseline	177th to 231st	yes	2	900	3	1200	2000	MSTIP		05
Wash Co	24	Baseline	Lisa to 216th	yes	2	900	5	1800	2015	RTP		15
Wash Co	25	Cornell	Hwy. 26 to Saltzman	yes	2	900	5	1800	2015	RTP		15
Wash Co	26	Murray	Science Park Drive to Cornell	yes	3	900	5	2100	1998	RTP	05	
Wash Co	29	Beef Bend Ext	Scholls Ferry to 99W	yes	2	500/700/9	2	900	2005	MSTIP		05
Wash Co	30	219th	TV Highway to Baseline	yes	2	900	3	1200	2000	MSTIP		05
Wash Co	34	Bethany	Bronson to W. Union	yes	2		5	1800	2010	RTP		15
Wash Co	35	Walker	Murray to 185th	yes	2	800	5	1800	2010	RTP/20		15
Wash Co	37	Cornell	Murray to Saltzman	yes	2	900	3	1200	2000	MSTIP		05
Wash Co	38	158th	Jenkins to Baseline	yes	3	900	5	1800	2006	RTP		15
Wash Co	40	Allen	217 to Western	yes	4	1600	5	1800	2015	RTP		15
Wash Co	41	Greenway/Hall	Greenway/Hall Intersect'n	yes	NB	900	NB	1000	2000	RTP	05	
Wash Co	46	Allen	Menlo to Main	yes	3	1400	5	1600	2006	RTP		15
Wash Co	47	Allen	Murray to Menlo	yes	3	1400	5	1600	2006	RTP		15
Wash Co	48	E/W Arterial	117th to 110th	yes	0	0	5	1800	2015	RTP		15
Wash Co	50	E/W Arterial	Hall to 117th	yes	0	0	5	1800	2015	RTP		15
Wash Co	51	Greenburg	Shady Lane to Locust	yes	3	900	5	1800	2000	RTP/20	05	
Wash Co	52	E/W Arterial	Hocken to Murray	yes	2	700	5	1800	2015	RTP		15
Wash Co	59	Hall Intersect'n Imprvmt	99W	no	n/a		n/a		2000	MSTIP		
Wash Co	60	E/W Arterial	Cedar Hills to Watson/Hall	yes	0	0	5	1800	2015	RTP		15

# A. ENDIX A: BASE AND ACTION YEAR NETWORKS

SPONSOR	RTP NO.	PROJECT NAME	PROJECT DESCRIPTION	In Model	EXISTING LANES		PROPOSED LANES		Start Date	Funds	BASE YEAR	ACTION YEAR
					No.	Capacity	No.	Capacity				
Wash Co	62	Millikan Extension	Cedar Hills to Hocken	yes	0	0	3		2015	MSTIP		05
Wash Co	66	Jenkins	Cedar Hills to Murray	yes	2	700	3	900	2010	RTP		15
Wash Co	73	185th	T.V. Hwy. to Farmington	yes	2	900	3	1200	2015	RTP		15
Wash Co	75	170th Avenue	Rigert to Alexander	yes	2	700	3/5	900/1800	2000	MSTIP		05
Wash Co	78	Martin/Cornelius Schefflin	realignment	yes	2	700	2	800	2000	MSTIP		05
Wash Co	79	Evergreen	25th to Glencoe	yes	2	900	3	1200	2000	MSTIP		05
Wash Co	80	Glencoe	Lincoln to Evergreen	yes	2	900	3	1100	2010	RTP		15
Wash Co	83	170th	Alexander to Baseline	yes	2	700	3	900	2010	RTP		15
Wash Co	84	Wilsonville/Sunset Ext.	Hwy. 99w to Murdock	yes	0/2	0/900	3	1100	2015	RTP		15
Wash Co	85	Sunset Drive (Hwy 47)	University to Beal	yes	2	700	3	900	2005	MSTIP		05
Wash Co	88	Tualatin Rd Bike Lanes	Hwy 99 to Boones Ferry Rd.	no	n/a		n/a			RTP		
Wash Co	89	Farmington Rd. Bike Lanes	OR217 to Murray Blvd.	no	n/a		n/a			RTP		
Wash Co	90	Ground Level Retail Space	Hillsboro Criminal Justice Fac.	no	n/a		n/a			2040		
Wash Co	91	Beaverton Creek TOD	"SW 153rd, Murray to Jenkins"	no	n/a		n/a			2040		
Wash Co	92	Evergreen	Shute to 25th	yes	2	900	3	1200	2015	RTP		15
Wash Co	95	Walker Road Bike/Ped Imp	173rd to 185th	no								
Wash Co	96	Oleson Road Bike/Ped Imp	Fanno Creek to Garden Home	no						MSTIP		
Wash Co	97	Oleson Road Bike/Ped Imp	Garden Home to Hall Blvd	no						MSTIP		
Wash Co	98	Tualatin	Teton to 115th	yes		700		900	2000	MSTIP		05
Wash Co	99	TV Hwy Signals	Locations in Cornelius	no						MSTIP		
Wash Co	100	Millikan Way	Purchase and Development	no						2040		
Wash Co	101	Signal Interconnections	Barnes, Cornell, Scholls Ferry	yes				+ 50	???	2040		05
Wash Co	102	Walker	Westfield to Murray	yes	2	800	3	900	2010	2040		15
Wash Co	103	BPA Easement Bike/Ped Imp	East of 158th, Division/Laidlaw	no						RTP		
Wash Co	104	Scholls Ferry Ped Imp	Hall to BH Hwy	no						RTP		
Wash Co	105	185th	West Union to Springville	yes	2	700	3	900	2010	RTP		15
ODOT/Wash	71	TV Highway	209th/219th						2015	RTP		15
ODOT/Wash	77	BH Highway	Scholls Ferry/Oleson						2015	RTP		15
ODOT/Wash	78	Farmington Road Widening	209th to 172nd						2015	RTP	15	
Wash Co	*	Barnes Road Extension	117th to Future 119th	yes		0	4	1200	1996	TIP	05	
Wash Co	23	Baseline	Brookwood to 231st	yes	2	900	3	1200	1996	MSTIP	05	
Wash Co	65	Durham	Hall to Boones Ferry	yes	2	700	3	900	1996	TIP		05
Wash Co	***	Lombard	Broadway to Farmington Rd	yes		700		900	2000	MSTIP		05
Wash Co	***	229th/231st	Evergreen to Cornell	yes		700/900		1200	1995	RTP		
Wash Co	***	Cornell Rd	158th to Bethany Blvd	yes		1200		2100	1995	RTP	95	
Wash Co	***	Davis Rd	Murray to 170th	yes		700		900	2000	MSTIP		05
Wash Co	***	Hart Rd	Murray to 165th	yes		700		900	2000	MSTIP		05
Wash Co	2	Lombard	Canyon to Center Street	yes	0	0	3	900	2000	CIP		05



# APPENDIX A: BASE AND ACTION YEAR NETWORKS

SPONSOR	RTP NO.	PROJECT NAME	PROJECT DESCRIPTION	In Model	EXISTING LANES		PROPOSED LANES		Start Date	Funds	BASE YEAR	ACTION YEAR
					No.	Capacity	No.	Capacity				
Wash Co	***	Nora	155th to Weir	yes		500		700	2010	RTP		15
Wash Co	***	Taylor's Ferry	Oleson to Washington Drive	yes		0		900	2010	RTP		05
Wash Co	***	170th/173rd	Baseline to Walker Rd	yes		500/700		900	2000	MSTIP		05
Wash Co	***	Amberglen Pkwy	Quatama/206th to Stuckl	yes		0		900	2000	MSTIP		05
Wash Co	***	Beef Bend Road	131st to 150th	yes		500		900	2015	MSTIP		15
Wash Co	***	Beef Bend Road	King Arthur to 131st	yes		500		900	2000	MSTIP		05
Wash Co	31	Bethany	West Union to Kaiser	yes	0	0	3	900	1996	MSTIP	05	
Wash Co	14	East Main	10th to Brookwood	yes	2	700	3	1200	1997	MSTIP	05	
Wash Co	42	Evergreen Pky Ext.	Cornelius Pass to Shute Road	yes	0	0	5	1800	1996	MSTIP	05	
Wash Co	1	Laidlaw Rd Extension	west from Kaiser Rd to 168th	yes		0		900	2000	MSTIP		05
Wash Co	***	Sexton Mountain Drive	155th to Murray	yes		0		900	1995		95	
Wash Co	***	Springville Rd	185th to PCC access	yes		500		700	1995	MSTIP	95	
Wash Co	***	Tualatin Rd	Boones Ferry to 115th	yes		500/700		900	2000	MSTIP		05
Wash Co	***	Millikan Extension	Cedar Hills to Hocken	yes		0		900	2005	MSTIP		05
Wash Co	***	Nyberg Road Extension	65th to 50th	yes		0		700	1997	CIP	05	
Wash Co	***	Ibach	Boones Ferry/Graham Ferry Rds	yes	2	700	3	900	1999			05
Wash Co	***	Boones Ferry Rd	at Alsea/Blake	yes	2	900	3	1100	1997			05
Wash Co	***	Davies Extension	Scholls to Old Scholls	yes	0	0	3	700	2015	CIP		15
Wash Co	***	Lombard	Broadway to Canyon	yes	0	0	3	700	1997	CIP	95	
Wash Co	***	Oregon Street	Tualatin Sherwood to Murdock	yes	2	900	3	1000	2005	CIP		05
Wash Co	***	Walnut	121st to 135th	yes	2	500	3	700	2005	CIP		05
Wash Co	**	Cornelius Pass Rd. Bike Lanes	West Union Rd. to Sunset Hwy.	no	n/a		n/a					
Wash Co	**	185th Ave. Bike Lanes	TV Hwy. to Farmington Rd.	no	n/a		n/a					
Wash Co	**	Oleson Rd. Bike Lanes	Vermont St. to Hall St.	no	n/a		n/a					
Wash Co	**	Garden Home Rd. Bike Lanes	Scholls Ferry Rd. to MCL	no	n/a		n/a					
Wash Co	**	Barnes Rd. Bike Lanes	Miller Rd. to U.S. 26	no	n/a		n/a					
Wash Co	**	158th Ave. Bike Lanes	U.S. 26 to West Union Rd.	no	n/a		n/a					
Wash Co	**	Cornell Rd. Bike Lanes	158th Ave. to 185th Ave.	no	n/a		n/a					
Wash Co	**	Scholls Fy. Interconnect	Nimbus to Highway 217	yes				+ 50				05
Wash Co	**	Barnes Rd Interconnect	Suntek to Miller	yes				+ 50				05
Wash Co	**	Murray Blvd Signal Interconnect	Hwy 26 to Cornell	yes				+ 50				05
Wash Co	**	Murray Blvd Signal Interconnect	Farmington to Millikan	yes				+ 50				05
Wash Co	**	Traffic signal optimization	TV Hwy: BV W Limit/Baseline	yes			add 50 capacity			RTP		

## APPENDIX A: BASE AND ACTION YEAR NETWORKS

SPONSOR	RTP NO.	PROJECT NAME	PROJECT DESCRIPTION	In Model	EXISTING LANES		PROPOSED LANES		Start Date	Funds	BASE YEAR	ACTION YEAR
					No.	Capacity	No.	Capacity				
Tri-Met	0	Added Bus/LRT Srvce (1.5% to 2005	Throughout Tri-Met service area	tr yes	n/a		n/a			RTP		
Tri-Met	1a	Added Bus/LRT Srvce (.5% 05 to 15)	Throughout Tri-Met service area	tr yes	n/a		n/a			RTP		
Tri-Met	1b	South/North LRT capital costs	Clark Co. to Clark Co., WA	no	n/a		n/a			RTP		
Tri-Met	31	Civic N'hd MAX Station	New LRT Station @ Civic N'hd	yes	n/a		n/a			RTP		05
Tri-Met	***	Baseline	170th to 177th	yes	2	900	3	1200	1996		05	05
Tri-Met	*	Westside LRT		tr yes							05	
Metro	5	TOD Fund Program	Purchase TOD devel. sites	no	n/a		n/a			RTP		
Various	6	Major Ped Upgrade (39 mi)	Central City/Regional Centers	no	n/a		n/a			RTP		
Various	7	Major Ped Upgrade (13 mi)	Town Centers	no	n/a		n/a			RTP		
Various	8	Major Ped Upgrade (53 mi)	Corridors & Stat'n Communities	no	n/a		n/a			RTP		
Shared	9	Major Ped Upgrade (9 mi)	Main Streets	no	n/a		n/a			RTP		
Shared	10	TDM Education/Promotion	Metro region	no	n/a		n/a			RTP		
Shared	11	Regional Center TMA's	Gresham/Hills/Milw/O.C.	no	n/a		n/a			RTP		
ODOE	1	Regional Telecommute Proj.	Employers in region	no	n/a		n/a			RTP		

## APPENDIX B OF EXHIBIT A

### OFF-MODEL METHODOLOGY FOR COMPUTATION OF 1995 ANALYSIS YEAR BICYCLE PROJECT EMISSIONS EFFECTS

#### INTRODUCTION SUMMARY

Four projects were identified for implementation as part of the Willamette River Bridge Crossing Program approved in the 1994 TIP. The *project* declarations to Metro occurred late in local FY 95 -- i.e., after the July 1 "cut date" for project completion "by 1995" but within the 1995 calendar year. Therefore, the projects qualify for inclusion in only the 1995 Action scenario. Emission reductions attributable to implementation of these projects generate a positive difference between the 1995 Baseline and Action scenarios (i.e., the Action scenario emissions will be less than that of the Baseline scenario as required by the State Conformity Rule). The projects yield a net reduction of 3.59 kg/day of Hydrocarbon emissions; 17.85 kg/day of Carbon Monoxide emissions; and 4.83 kg/day of Oxides of Nitrogen emissions. The projects include:

1. *Lovejoy Viaduct*. Reduce from three travel lanes to two lanes and provide bike lane from Broadway to 14th.
2. *10th Avenue Viaduct*. Remove two travel lanes and provide bike lanes.
3. *E. Burnside*. Remove westbound travel lane from 6th to MLK and provide bike lane.
4. *Hawthorne Viaduct*. Remove eastbound lane and provide bike lane and buffer.

Each of the four projects entail conversion of existing vehicle travel lanes to bicycle lanes. The calculation of emission effects of the projects therefore entailed a two step process. First, it was necessary to determine whether elimination of the vehicle lanes resulted in an increase of automotive emissions due to changes in travel time and speed on the affected links. The second step was to calculate emissions reductions attributable to project conversion of auto trips to bike trips.

#### CALCULATE PROJECT EFFECTS ON AUTOMOTIVE EMISSIONS

The Bridge project selection process was supported by traffic engineering analysis of potential delay and volume/capacity impacts (CH2M Hill/Kittleson Associates, Inc., August 1994). This project-scale analysis of local transportation system impacts was reviewed by Metro's modelling staff. It was determined that the analytic results were superior to what could be generated using Metro's regional demand and distribution model. In each case, the modeled effects of the lane conversions was insignificant, as

shown below.

1. *Lovejoy Viaduct.* Level of Service (LOS) at intersection of Lovejoy and 14th remains B (delay per vehicle increases from eight seconds before project to 10 seconds after implementation, despite a V/C ratio increase from 0.47 to 0.76.)
2. *10th Avenue Viaduct.* A.M. link LOS remains A (V/C ratio increases from 0.51 to 0.56; Delay remains at four seconds per vehicle). P.M. link LOS moves from A to B (V/C ratio increases from .43 before project to 0.56 after project; Delay increases from 4 seconds per vehicle to 6 seconds after implementation).
3. *E. Burnside.* Westbound LOS remains C (V/C moves from 0.84 to 0.89). The third lane is used by only six percent of westbound vehicles.
4. *Hawthorne Viaduct.* No calculated change of either V/C ratio or delay per vehicle (LOS A).

These system effects would generate only insignificant differences in average link speeds and trip durations and would cause no meaningful increase of automotive emissions of either Carbon Monoxide, Hydrocarbons, or Oxides of Nitrogen. Therefore, no post-model, upward adjustment of regional automotive emissions is warranted as a consequence of implementing these projects.

#### CALCULATE EMISSION BENEFIT OF BIKE/WALK MODE ENHANCEMENTS

The second step of the analysis required computation of emission reductions attributable to provision of the new bike facilities. This first required determination of the number of trips that would divert from automobiles to a bike mode due to provision of the bridge crossing improvement of downtown access and egress. Metro adopted elements of the Stuart Goldsmith methodology employed to calculate travel mode diversion in Seattle (Goldsmith, 1994). The principle assumption drawn from the methodology is that *baseline* bicycle mode share will increase 26 percent -- on average -- with provision of enhanced bicycle travel lanes.

All day counts were obtained of auto travel across the three bridges affected by the projects:

- 1) Broadway Bridge = 29,241 (average weekday)
- 2) Burnside Bridge = 39,346 (average weekday)
- 3) Hawthorne Bridge = 27,588 (average weekday)

Also, Metro has developed calibrated mode share information for travel to and from the downtown from modelling conducted for the 2040 planning process: approximately 3.3

percent of trips in the Inner Portland neighborhoods (inner eastside and downtown districts) are made by bike; 14.6 percent by walking; 6.2 percent by transit and 75.9 percent by auto. Factoring the vehicle counts (weekday count/75.9 percent) to reflect the auto mode share of total travel yields the number of trips crossing the bridge by all modes. This number multiplied by the bike mode percentage (3.3 percent) yields the number of daily bike mode trips. This baseline number of existing bike trips was then multiplied by 0.26 to yield the net increase of daily bike trips across each of the three bridges that could be expected by implementation of the project facility enhancements.

Next, the total of new bike trips was multiplied by the auto mode share factor of 75.9 percent (i.e., new bike trips are assumed to divert from auto travel in proportion to the auto mode share of all trips. This implies that some new bike trips will represent diversion from transit and walk modes). The resulting figure represents the total assumed diversion of auto trips to the bicycle mode.

The Regional CMAQ Program methodology was then used to calculate emissions reductions attributable to this increased bicycle mode share. This methodology has been previously approved by FHWA/FTA and EPA. The results of these calculations are shown in Table Be, below. It shows that the four projects represent a credit of 17.85 kilograms per day (kg/day) of CO; 3.59 kg/day of Hydrocarbon; and 4.83 kg/day of NOx. This indicates that the 1995 Action scenario reduces emission below the Baseline condition.

# **Bike Projects** Technical Analysis

**DEFAULT PARAMETERS**

No. of work days per year=	250
No. of bikeable days per year=	250
Average regionwide bike trip length (miles)=	2.9
Average regionwide auto trip length (miles)=	5.1
Average auto occupancy (AO)=	1.08
Emission factor (HC) (g/mile)=	1.341
Emission factor (CO) (g/mile)=	6.66
Emission factor (NOx) (g/mile)=	1.803
Nat'l Ambient Air Quality Std: Ozone (mg/m <sup>3</sup> )=	0.235
Nat'l Ambient Air Quality Std: CO (mg/m <sup>3</sup> )=	10

Project Name	Broadway Bridge	Burnside Bridge	Hawthorne Bridge	TOTAL
<b>PROJECT DATA</b>				
Length of facility (miles)				
Number of users per day	250	337	236	823
<b>VMT CALCULATIONS</b>				
New bike trips per day =users per day x 2	500	674	472	1,646
Bike trips per year =bike trips per day x no. bikeable days/yr	125,000	168,500	118,000	411,500
Equiv. auto VMT per year (miles) =bike trips x auto to bike trip length ratio / AO	203,544	274,377	192,146	670,067
<b>EMISSIONS/COST CALCULATIONS</b>				
HC reduced (kg/day)	1.09	1.47	1.03	3.59
CO reduced (kg/day)	5.42	7.31	5.12	17.85
NOx reduced (kg/day)	1.47	1.98	1.39	4.83
Weighted annual cost factor (\$/kg of pollutant reduced)				

## STAFF REPORT

### CONSIDERATION OF RESOLUTION NO. 95-2213 FOR THE PURPOSE OF AMENDING THE FY 1995-96 UNIFIED WORK PROGRAM TO INCLUDE A TRI-MET-SPONSORED TRANSIT FINANCE TASK FORCE

Date: September 13, 1995

Presented by: Andrew Cotugno

## PROPOSED ACTION

Approval of this resolution would authorize amendment of the Unified Work Program (UWP) to include convocation by Tri-Met of a blue ribbon Transit Finance Task Force. Metro Resolution No. 95-2176B, approved in July, allocated \$320,000 of Regional STP funds to be matched by Tri-Met local funds to support this project.

## BACKGROUND

Tri-Met's strategic plan calls for transit service levels in excess of that which can be supported by existing and anticipated revenue. Tri-Met requested and was awarded \$320,000 of Region 2040 Implementation Program funds (i.e., the \$27 million) to convene a blue-ribbon task force that would review transit expansion plans and recommend a package of funding recommendations for regional and state consideration and implementation. The UPWP amendment is shown in Exhibit A of the Resolution. While funds to support this project were approved as part of the Metro TIP Amendment which authorized allocation of the \$27 million Region 2040 Reserve dollars, a UPWP amendment is also required to access these funds.

## EXECUTIVE OFFICER RECOMMENDATION

The Executive Officer recommends approval of Metro Resolution No. 95-2213.

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING	)	RESOLUTION NO. 95-2213
THE FY 1995-96 UNIFIED WORK	)	
PROGRAM TO INCLUDE A TRI-MET-	)	Introduced by
SPONSORED TRANSIT FINANCE	)	Councilor Rod Monroe, Chair
TASK FORCE	)	JPACT

WHEREAS, Metro has previously allocated \$320,000 of Regional STP funds to support a Tri-Met-sponsored blue ribbon Transit Finance Task Force; and

WHEREAS, Funding for the Task Force must be approved in the region's Unified Work Program (UWP); and

WHEREAS, The duties of the Task Force are described in Exhibit A; and

WHEREAS, Tri-Met will provide the required local match for the project; now, therefore,

BE IT RESOLVED:

That Metro approves the UWP amendment described in Exhibit A needed to support the selection and work of a Transit Finance Task Force.

ADOPTED by the Metro Council this \_\_\_\_ day of \_\_\_\_\_, 1995.

J. Ruth McFarland, Presiding Officer

Approved as to Form:

Daniel B. Cooper, General Counsel



## EXHIBIT A: Proposed Amendment of the UWP

### ***TRANSIT FINANCE TASK FORCE***

#### **PROGRAM DESCRIPTION**

The purpose of this project is to convene a blue ribbon task force to review plans for transit expansion, assess performance of the existing system, measure community attitudes, examine options for new funding and prepare a package of recommendations and obtain public input on the package.

#### **RELATION TO PREVIOUS WORK**

##### **Work Program Prior to FY 1995-96**

Tri-Met has adopted a long-term strategic plan which envisions service increases above what can be supported with existing and anticipated revenues. The task force will work to identify the funding for implementation of the strategic plan initiatives. There is no direct relationship of this project with prior UWP activity.

#### **OBJECTIVES**

##### **Work Program for FY 1995-96**

Select and convene the task force membership. Provide administrative and staff support to carry out the tasks described for the project. Analyze funding recommendations technically and with respect to public acceptance and support.

#### **PRODUCT**

Package of feasible recommendations to secure local, regional and statewide transit funding increases consistent with implementation of strategic plan service levels.

#### **EXPENDITURES**

	<u>Amount</u>	<u>FTE</u>
Budget to be determined		
\$320,000		
<u>36,625</u>		
Total	\$356,625	
\$356,625		

#### **REVENUES**

	<u>Amount</u>
96 Metro STP	
96 Tri-Met	
Total	

## **OREGON'S INTERMODAL MANAGEMENT SYSTEM**

The purpose of Oregon's Intermodal Management System (IMS) is to improve intermodal transportation movements in the statewide system. This includes identifying intermodal bottlenecks and improving coordination in transportation planning and project selection.

For Oregon's IMS, intermodalism refers to connecting different modes of transportation and/or transferring people or freight from one mode to another. Oregon's IMS focuses on facilities that are involved in intermodal movements and connections between intermodal facilities and main routes in the transportation system. Intermodal needs and improvements for the main routes in the transportation system are addressed in modal and corridor plans that are being developed on a statewide basis.

Oregon's IMS is being developed in two phases. The key objectives of Phase One were:

- describe policy implications of the IMS
- develop a preliminary inventory
- establish general measures of performance
- identify data requirements

Criteria for designating intermodal facilities identified the following:

- all intercity scheduled-service bus stations
- all Amtrak depots
- all airports with scheduled commercial service
- all major lumber truck/train reload yards
- all grain elevators at a port facility or on a rail line and exceeding 500,000 bushels of capacity
- all truck/rail centers involving trailers on flat car (TOFC) and containers on flat car (COFC)
- intermodal terminals at all marine ports shipping freight
- all pipeline terminals

There are four elements of Phase Two which is currently underway:

- conduct stakeholder interviews to identify intermodal problems and needs
- develop performance measures
- develop a database structure and collect data

- identify strategies and actions for improving intermodal transportation movements

Interviews were conducted with 114 stakeholders around the state, representing the full range of passenger and freight intermodal facilities. The key factors affecting performance were time, reliability, safety, cost, and connectivity.

The performance measures will be used to compare the measured performance of system elements with specified thresholds of acceptable performance. A trend over time, a future projection, or an actual measured performance can all be indicators of needs at a facility or connection. To do this, the system requires overall objectives, performance measures, and performance data. The objectives being used are:

- satisfaction of customers' transportation needs
- transportation safety
- economic costs

Examples of performance measures are:

- percent of on-time performance
- percent of capacity utilized
- accidents/fatalities per year
- costs of delays

The database will be used for system analysis, needs identification, and needs ranking. It is being developed in a user-friendly "windows" format and will be used by ODOT, the Port of Portland, and four Metropolitan Planning Organizations (MPOs). It will include detailed information on the characteristics of each system facility/connection.

Decision science methodology may be utilized to "normalize" performance at the facilities and connections (allows comparison of the value of the movement of a container to the value of a passenger enplanement, etc.). This methodology also allows for different weights to be applied to the performance measures. By using this method, the IMS may establish needs priorities that would be one element of the future project decision-making process.

Oregon's IMS is intended to be a working tool to aid in making future strategic decisions about improvements to the transportation system. To be useful, the IMS must be integrated into Oregon's transportation planning and programming efforts. Especially important for the IMS will be consistency with modal plans and corridor planning efforts.

**THE JPACT BRIEFING ON 9/14/95 WILL COVER ONLY THE FINDINGS OF THE INTERVIEWS THAT WERE CONDUCTED AS PART OF THIS PROJECT**

**Freight Interviewees — Portland Metropolitan Area**

<b>Firm Name</b>	<b>Contact Name</b>	<b>InterviewType</b>	<b>Interviewer</b>
1. Union Pacific Albina Yards	Darryl Conrad, 2745 N. Interstate Ave, Portland, OR 97227 249- 2418	On-Site	Greg Chiodo
2. Southern Pacific Brooklyn Yards	Jack Gauthier, Terminal Superintendent	On-Site	Bill Burgel
3. Burlington Northern Intermodal Hub	Read Fay, 1313 W 11th St., Vancouver 98660 (360) 418- 6371	On-Site	Bill Burgel
4. Portland Terminal Rail Company	Dave Mathison, 3500 NW Yeon Ave, Portland 97210 241-9898	On-Site	Bill Burgel
5. T-6 Port of Portland	John Hachey, General Manager, Marine Operations (503) 731- 2001	On-Site	Port Staff
6. Hall Buck	Brad Clinefelter, Terminal Manager, Wanda McCaesney. Rail Car Coordinator (503) 285- 2990	On-Site	Bill Burgel
7. Columbia Grain	Bert Farrish VP/Super. 735-1309 Roger Anderson Pres./Gen. Mgr. 286-9681 15660 N. Lombard, Portland, OR 97203	On-Site	Greg Chiodo
8. Ashgrove	Roger Weber, Traf. Mgr. 6720 SW Macadam Ave., Ste 300, Portland, OR 97219 293- 3333	On-Site	Greg Chiodo
9. Lakeside Industries Lonestar NW	Gary Madson, 931 N. River St., Portland 97227	On-Site	Bill Burgel
10. Toyota	Mgr. Richard Alvarez 10400 N Lombard St., 97203 286- 5881	Phone	VZM
11. Savage Transload Systems	Jay Parker, Gen. Mgr. 2500 N Going, Portland 97217 284-3014	On-Site	Bill Burgel
12. Western Container Transportation (affiliate of James River Corp.)	Bob Porter, Operations Mgr. 501 SE Columbia Shores Blvd., Vancouver WA 98661 286- 8508.	On-Site	Bill Burgel

13. Evergreen	Philip Wong, 111 SW 5th Ave., Ste. 1050, 97204 (503) 243-540	Phone	VZM
14. K-Line	Erick Hennum, Rngl. Equip. Mgr. 121 SW Salmon St., Ste. 950, Portland, 97204	Phone	VZM
15. Tokai Line	Capt. Nojima, 10805 Holder St., Ste. 220, Cypress, CA 90630, (714) 229-3484	Phone	VZM
16. Jebsens Line	Pere Nore, Off. Mgr., 1001 4th Ave, Ste. 2323, Seattle, 98154 (206) 292-0909	Phone	VZM
17. IMT Line	Phillip Orchard, NW Sales Mgr. 1750 NW Front Ave., Ste 104, Portland, 97209 227-2101	Phone	VZM
18. Romar	Pete Manson, VP 240-7115, Dan DePaola, Transportation Mgr. 9333 N Time Oil Rd., Portland, OR 97203 286-3259	On-Site	Gene Leverton
19. Morgan	Ken Michalek, 12220 N. Portland Rd., OR 97217 289-3808	On-Site	Bill Burgel
20. Coastal Container	Sonny Burris, Gen. Mgr. 9414 NE Vancouver Way, Portland, 97217 283-5381	Phone	Bill Burgel
21. Tidewater Barge Lines	Skip Hart, 6 Beach Dr. Vancouver, WA 98661 (503)281-0081	Phone	VZM
22. Delta Airlines	Erik Fuglvov, Cargo Mkt'g Mgr. 249-4064	On-Site	Gene Leverton
23. Emery World Wide	Mary Taylor, Sales Mgr 7790 NE Airport Way, Portland, 97218 288-9550	Phone	Gene Leverton
24. Yellow Freight System	Jerry Martin, Terminal Mgr. 735- 2233	On-Site	Gene Leverton
25. Consolidated Freightways	John Klavano, Terminal Mgr. 286-4002	On-Site	Gene Leverton
26. TNT Reddaway Truck Line	Ted Kinoshita, Terminal Mgr. 12250 SE Ford St. Clackamas, OR 97015 557-6200	Phone	Gene Leverton
27. Fred Meyers	Mike Bletko, PO Box 42121 Portland, 97242 557-2409	On-Site	Port Staff

28. Payless	Ken Giering, Traffic/Trans. Mgr., 9275 SW Peyton Ln, Willsonville, OR 97070 685- 6042		Port Staff
29. Freightliner	Forrest Abel, Mgr. Traffic Analysis/Negotiation 735-3849	Phone	Port Staff
30. Warn Industries	Dropped from process		Port Staff
31. Focus Systems Inc.	Dropped from process		Port Staff
32. UPS	Ron Correnti Rich Boehm	On-Site	Gene Leverton
33. Oregon Transfer Co	Gary Eichmann, PO Box 2804, Portland, OR 97208 653-2660	On-Site	Gene Leverton
34. Rudie Wilhelm Warehouse	Norm Unrein, Vice President Finance and Traffic	On-Site	Gene Leverton
35. Chevron USA -- Willbridge Plant Pier	Jerry Holms, Terminal Mgr. 221-7714	Phone	VZM
36. Unocal -- Portland Terminal Wharf	Peter Schneiders, Mgr. of NW Op. 5528 NW Doane Ave, Portland, OR 97210 (503) 248-1530	Phone	VZM

Intermodal Interviewees -- Non-Portland Metropolitan Area			
Name	Contact	Interview Type	Interviewee
1. Union Pacific Yard -- Hinkle	Jim Nave, 2745 N. Interstate Ave., Portland 97227-1607, 249-9678	Phone	Bill Burgel
2. Port of Coos Bay	Allen Rumbaugh, Dir., PO Box 1215, Coos Bay, OR 97420 Martin Callery (503) 267-7678	On-Site	Greg Chiodo
3. Port of Morrow	Kent Goodyear, Ass. Dir., PO Box 200. 1 Marine Dr, Boardman. OR 97818 (503) 481-7678	Phone	Greg Chiodo
4. Pendleton Grain Growers	Bill Caplinger, Grain Div. Mgr., PO Box 1248, Pendleton, OR 97801 (503) 276-7611	Phone	Greg Chiodo
5. Cargill	Fred Oelschlager, Sector Mgr., PO Box 761, Pasco, WA 99301 (509) 547-2461	Phone	Greg Chiodo
6. Glen Brook Nickel -- Coos Bay	Art Schweizer, VP/Gen. Mgr., PO Box 85, Riddle, OR 97469 (503) 824-3171	On-Site	Greg Chiodo
7. Cascade Warehouse -- Salem	Possibly in Group Interview with MPO	Group Interview	Gene Leverton
8. Timber Products Company -- Medford	Greg Quimby, Transportation Mgr. (503) 747-4577	Phone	Bill Burgel
9. A & M Reload -- Eugene	Brad Ashberry, Owner (503) 686-2610	Phone	Bill Burgel
10. WL May	David Daniels, Exec. Vice President	Phone	Gene Leverton
11. JB Hunt	Tammy Mumm, Portland Fleet Manager	On-site	Gene Leverton
12. Roadway/RPS	Nolan Mecuwesen, Relay Manager	On-site	Gene Leverton
13. Willamette & Pacific	Bob Melbo, General Manager (503) 924-6560	On-Site	Bill Burgel
14. Hewlett Packard	Jim Cain, Worldwide Transportation Mgr.	On-site	Gene Leverton

15. Les Schwab	Mike Ervin, Distribution Mgr.	Phone	Gene Leverton
16. JR Simplot	Terry Threfall, NW Regional Transportation Mgr., P.O. Box 850 Hermiston, OR	Phone	Gene Leverton
17. Longview Fibre	Ivan Olson, VP Trans., End of Fibre Way, Longview, WA 98362 (360) 425-1550	Phone	Greg Chiodo
18. Weyerhaeuser	Bill Brazelton, Mktg. Mgr, CH3H35, Tacoma, WA 98477 (206) 924-2775	Phone	Greg Chiodo
19. Unocal Dock -- Coos Bay	Marv Nicholson, Terminal Mgr., PO Box 630 (2395 Bayshore Dr.) Coos Bay, OR 97420	On-Site	Greg Chiodo
20. Sante Fe Pipeline -- Albany & Eugene	Sid Carr, Area Supervisor P.O. Box 2533, Eugene, OR 97402	Phone	Greg Chiodo



Passenger Service Intermodal Facility Interviewees -- Statewide			
Firm Name	Contact Name	Interview Type	Interviewer
1. Portland International Airport	Oscar Cuoto, Manager Air Cargo 7000 NE Airport Way Portland, OR 97218	On-Site	Port Staff
2. Eugene Airport	Ann Crook, Operations Analyst, 28855 Lockheed Dr., Eugene, OR 97402	Phone	Jeanne Lawson
3. Rogue Valley International Airport	Beerne Scase, 3650 Biddle Rd., Medford, OR, 97504	Phone	Jeanne Lawson
4. Klamath Falls Airport	Jerry Zimmer, Airport Mgr. 6801 Rand Way, Klamath Falls, OR, 97603	Phone	Jeanne Lawson
5. Pendleton Airport	Larry Dalrymple, Airport Mgr. 2016 Airport Rd., Pendleton, OR 97801	Phone	Jeanne Lawson
6. North Bend Airport	Ron Stillmaker, Airport Mgr., PO Box B, N. Bend, OR 97459	Phone	Jeanne Lawson
7. Redmond Airport	Carrie Novick, Airport Mng. PO Box 726, Redmond, OR 97756	Phone	Jeanne Lawson
8. Greyhound	Jim Camp, District Mgr. 550 NW 5th Ave., Portland, OR 97209	Phone	Jeanne Lawson
9. Valley Retriever	Dennis Dick 956 SW 10th St. Newport, OR 97365	Phone	Chris Deffebach
10. Amtrak	Tony Buscemi, 800 NW 6th St., Portland, OR 97209 (503) 273-4860	On-Site	Chris Deffebach
11. United Airlines	Charlie Dunwebber, Station Manager 7000 NE Airport Way Portland, OR 97218	On-Site	Chris Deffebach
12. Horizon Airlines	Gloria Kowalski, PO Box 48309, Seattle, WA 89148	Phone	Jeanne Lawson

Group Interviews			
Group Name	Contact	Interview Type	Interviewer
1. IMS Passenger Task Force	Art Poole, 1450 Evergreen Dr., Coos Bay, OR 97420 (503) 396-3121	Phone	Chris Deffebach
2. Medford Area Transportation Advocates	Jennifer Lee, 155 S. 2nd St., PO Box 3275, Central Point, OR 97502 (503) 664-6674	Not complete	Jeanne Lawson
3. Region officers of the Oregon Economic Development Department	Keith Leavitt, 775 Sumner St. NE, Salem, OR 97310 (503) 986-0143	On-Site	Chris Deffebach
4. Goods Movement Advisory Committee of the Mid Willamette Valley COG	Barry Hennelly, 105 High St., Salem, OR 97301 (503) 588-6177	On-Site	Jeanne Lawson

Port Shipper Meeting Participants				May 22/July 6, 10, 11		
Company Name		City		County	Contact	Phone
Burlington Air Express	5330 NE Courier Ct.	Portland	97218	Multnomah	Paul Pfeifer	284-3298
Danzas Corp.	11100 NE Holman St.	Portland	97220	Multnomah	Bob Miller	256-5204
Eastern Oregon Fast Freight	10085 SW Commerce Cir.	Wilsonville	97077	Clackamas	Fred Ray	682-0462
Emery Worldwide	7790 NE Airport Way	Portland	97218	Multnomah	Mary Taylor	
Expeditors International	12302 NE Marx St.	Portland	97230	Multnomah	Scott Pietrok	254-3707
Federal Express	8101 B NE Airport Way	Portland	97218	Multnomah	John Shanky	280-8422
Fred Meyer	PO Box 42121	Clackamas	97242	Clackamas	Ann Wyatt	650-2007
Fritz Companies	12403 NE Marx St.	Portland	97230	Multnomah	Jim Bailey	251-2230
George S. Bush Co.	6333 NE 112th Ave.	Portland	97220	Multnomah	Lon Conner	228-6501
Intel		Hillsboro		Washington	Jack Rock	696-3391
Independent Dispatch	214 NE Middlefield Rd.	Portland	97211	Multnomah	Mike Robertson	285-4251
International Freight Systems	604 NE 20th Ave.	Portland	97232	Multnomah	Bill Woodward	223-9136
Intertrans	6335 NE 112th Ave.	Portland	97220	Multnomah	Dave Palmer	257-9486
Inway Landstar	2416 N Marine Dr.	Portland	97203	Multnomah	Duane Fritz	285-1911
Jet Delivery Service	6225 NE 112th Ave.	Portland	97220	Multnomah	Lee Johnson	256-3621
Kamino World Transport	11106 NE Holman St.	Portland	97220	Multnomah	Bob Henry	257-7584
Manna Pro/Land O'Lakes	15840 N. Simmons Rd.	Portland	97203	Multnomah	Randy Rugg	286-7179
Mark 7 Delivery Service	5692 NE 87th Ave.	Portland	97220	Multnomah	Bruce Kangas	255-3636
Market Transport	110 N. Marine Dr.	Portland		Multnomah	Brian Fitzgerald	283-2405
Nations Way Transport Service	6100 N. Basin Ave.	Portland	97217	Multnomah	Ken Harmon	285-3050
NEC		Hillsboro		Washington	Chris Rugrudt	648-5000
Northern Warehousing	6635 N Ballimore Ave.	Portland	97203	Multnomah	Gary Belles	289-7000
Portland Air Cargo Assoc.	PO Box 20414	Portland	97220	Multnomah	Greg Smith	284-9051
Precision Castparts		Milwaukie		Clackamas	Mark Fields	777-3881
Romar Transportation	9333 Time Oil Rd.	Portland	97203	Multnomah	Peter Manson	286-3259
Schneider National	18055 SW Lower Boones Ferry Rd	Wilsonville	97077	Clackamas	Paul Gianotti	598-8494
Sequent Computer Systems		Beaverton		Washington	Martha McMahon	626-4606
Smurfit Newsprint	427 Main St.	Oregon City	97045	Clackamas	Karen O'Keefe	650-4244
Tektronix	PO Box 1600	Wils., Beav.	97077	Clackamas	John Moore	627-1934
United Airlines	8101 NE Airport Way	Portland	97220	Multnomah	Sally Alkazin	249-4305
Vanport Manufacturing	PO Box 97	Boring	97009	Clackamas	Wayne geist	663-2610
Wilbur Ellis Co.	3145 NW Yeon Ave	Portland	97210	Multnomah	Al Zimmer	227-2661

Other Businesses Interviewed						
Freightliner Corporation		Portland		Multnomah	Forrest Abel	735-8000
Warn Industries		Milwaukie		Clackamas	Bryan Visbinder	659-8750

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# Intermodal Management System Project Update

TPAC Briefing: August 25, 1995

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## Stakeholder Interviews

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- ◆ 80 interviews
- ◆ Statewide (about 50% Portland)
  - Rail yard and container facility operators
  - Bulk facility operators
  - Auto loading facility operators
  - Freight handling companies
  - Truck line/barge line/air cargo operators
  - Large freight generators
  - Passenger service (bus, train, air) operators

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## Port Shipper Survey

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- ◆ 34 businesses involved in freight movement
  - Manufacturers
  - Freight forwarders
  - Drayage haulers
  - Distributors
  - Warehouseurs
  - Carriers
  - Integrated Carriers

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## Interview Findings

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- ◆ Key factors affecting intermodal facility and freight mobility performance:
  - Time
  - Reliability
  - Safety
  - Cost
  - Connectivity

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## Interview Findings (continued)

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- ◆ Needs were identified in relation to:
  - Operations deficiencies
  - Policy/regulatory issues
  - Infrastructure
- ◆ Study focus is on infrastructure
  - Major driver of other factors
  - Best opportunity for public sector intervention
- ◆ Consideration of both passenger and freight needs

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## Passenger Needs/Suggested Solutions

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## Seamless Transfers

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### ◆ Needs:

- Air, rail and city bus services to connect smoothly and frequently
- Ticketing/baggage services to support intermodal transfers
- Rail and bus stations to be closer
- Facilities that promote intermodal mass transit at PDX

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## Seamless Transfers (Continued)

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### ◆ Suggested solutions:

- Co-locate rail and bus stations, and air terminals to extent possible
- Facilitate connection to mass transit at PDX
- Provide “managed” stations/terminals with shared common areas and costs
- Provide adequate parking areas
- Provide through ticketing for all intermodal carriers

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## Seamless Transfers (Continued)

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- Develop agreements to handle baggage from one mode/carrier to another
- Coordinate schedules of intermodal carriers

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## Improved Passenger Station Security and Parking

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- ◆ Suggested solutions:
  - Area revitalization and station “image” projects

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## Improved Access to Passenger Facilities

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◆ Suggested solutions:

- Joint planning between carriers and state/local planners (siting, design, etc.)
- Locate hubs to avoid out-of-direction travel to and from mainlines
- 30 minute parking zones and drop off points near bus stations

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## Improved Communication

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◆ Suggested solutions:

- Improve schedule coordination among carriers to help customers to make connections
- Enable consumers to get schedule/cost information for all modes in one place
- Make information about intermodal opportunities available at passenger stations

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# Freight Problems/Suggested Solutions

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## Stakeholder Perspectives

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- ◆ Market pressure to reduce cost and improve reliability
- ◆ Freight generators:
  - Require reliable transportation to succeed
- ◆ Transportation providers:
  - Increase number of “turns” per day
  - Increase throughput
  - Reduce miles traveled

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## Location Patterns Affect System Performance

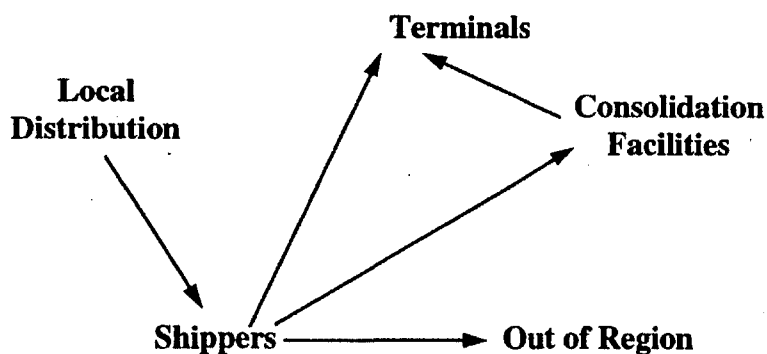
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- ◆ Transportation providers, consolidators, and major intermodal facilities are located in northern metro area
- ◆ Economic vitality of entire metro area depends on efficiency of transportation access to this portion of the area

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## Freight Movement Diagram

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## Types of Transportation Problems Identified

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- ◆ Congestion
- ◆ Inadequate geometrics
- ◆ Limited access to facilities

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## Congestion

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- ◆ Causes delays, reductions in productivity
- ◆ Limits truckers ability to meet cut-off times
- ◆ Encourages circuitous travel, sometimes on non-designated routes
- ◆ Suggested solutions:
  - Provide new central eastside access to I-5
  - Provide freight lanes on I-5, I-84, U.S. 26 and I-205
  - Connect I-5 at Columbia Blvd. with Lombard around 10th

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## Congestion (Continued)

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- Develop interchange with no signals at I-205/212
- Faster accident removal
- Groove pavement, reduce speeds on I-5 Terwilliger curves
- Increase ramp metering
- Create east-west highway to take pressure off I-84 and Highway 26
- Retime signals to facilitate east-west movement on Lombard between I-5 and 33rd

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## Congestion (Continued)

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- Extend 224 east to reduce reliance on I-205
- Eliminate bottleneck on I-5 between Slough Bridge and Lombard
- Allow triple trailers on Tualatin Sherwood, Highway 42, and Highway 6
- Retime signals on MLK Blvd. for loaded truck progression

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# Limited Roadway Geometrics for Truck Movements

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◆ Suggested solutions:

- Widen turning radius from Ross Island Bridge to Arthur Street
- Widen curve radius on I-5 at Terwilliger curves
- Widen turning radius from MLK Blvd. to Lombard

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# Roadway Geometrics (Continued)

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- Improve signal progression on Columbia Blvd. and McLoughlin
- Widen turning radius across St. John's Bridge for access from BN Hub to T-6
- Improve geometrics on NE Marine Drive and on interchange to I-5 northbound

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## Limited Capacity at T-6

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- ◆ Limited hours of operation (especially lunch break)
- ◆ Insufficient berthing space, crane size and availability for barges
- ◆ Inadequate channel depth
- ◆ Delays in processing containers
- ◆ Inconvenient cut-off times

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## Limited Capacity at T-6 (Continued)

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- ◆ Suggested solutions:
  - Extend hours of operation/add personnel
  - Improve coordination between Port and RR operations
  - Retrofit or replace cranes
  - Permit to dredge 43' minimum
  - New technologies for gate and dock operations
  - Turn lanes and signal at Marine Drive/T-6 intersection

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## Inadequate PDX Access

- ◆ Poor access/internal circulation at north air cargo area
- ◆ Inadequate capacity/internal circulation at south air cargo complex
- ◆ Poor access to AirTrans via Cornfoot and Alderwood
- ◆ Suggested solutions:
  - Improve cargo loading space/equipment
  - Provide signal at Alderwood and Columbia

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## Inadequate Rivergate Access

- ◆ Lack of access by SP to T-6
- ◆ BN delays to UP at North Portland Junction and on Seattle mainline
- ◆ Switching delays and interchange problems
- ◆ Suggested solutions:
  - Regional rail coordination
  - Improve direct mainline access to T-6 for SP and UP

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## Restricted South-North Rail (Portland to Tacoma)

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- ◆ BN/UP operating agreement results in delays in T-6 access
- ◆ Amtrak schedules adversely impact services
- ◆ Suggested solutions:
  - Provide additional north-south tracks between Portland and Tacoma
  - Establish common use corridor to limit user restrictions
  - Remove passenger traffic from freight corridor

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## Inadequate Intermodal Yard Access (SP, BN, UP)

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- ◆ Tight turning radii
- ◆ Delays for left turns into yards
- ◆ Limited roadway capacity on access roads
- ◆ Limited storage space and railroad track length within yards
- ◆ Delays in movements between yards

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## Inadequate Intermodal Yard Access (Continued)

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◆ Suggested solutions:

- Change access to Brooklyn Yard from McLoughlin and Holgate
- Eliminate on-street parking near Brooklyn Yard to facilitate truck turns
- Provide new signal at Yeon for left turns from BN Hub yard
- Provide new traffic signal for left turns to UP
- Construct internal yard improvements

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## At-Grade Rail Crossing Barriers

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◆ Affects truck routings in SE Portland

◆ Suggested solutions:

- Close at-grade railroad crossings in SE Portland, including Macrum Road at entrance to Barnes Yard and Randolph Street at entrance to Albina Yard

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## Next Steps

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- ◆ Database development
- ◆ Need identification procedures
- ◆ Need ranking procedures
- ◆ High priority, short-term needs
- ◆ Proposed solutions for those needs

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## METRO

Date: September 7, 1995  
To: JPACT Members and Interested Parties  
From: *AC* Andrew C. Cotugno, TPAC Chair  
Subject: Region 2040 Concept Map Revisions

On August 25, TPAC considered the attached package of revisions to the December 8, 1994 Region 2040 Growth Concept map and RUGGOs. TPAC recommends that they be endorsed by JPACT for Council approval. The recommended revisions are as follows:

- Attachment A Executive Officer recommendation to the Metro Council.
- Attachment B Proposed transportation-oriented revisions to the Growth Concept map: these revisions reflect the final round of comments received from local jurisdictions and other agencies over the past few months regarding transportation facilities and land use elements that are particularly tied to transportation (i.e., main streets, corridors).
- Attachment C Proposed growth management-oriented revisions to the Growth Concept map: these revisions also reflect comments from local jurisdictions and other agencies regarding all other aspects of the concept map. These revisions are being reviewed by MPAC.
- Attachment D Proposed additional RUGGO and 2040 Map amendments recommended by TPAC.
- Attachment E Proposed additional 2040 Map amendments recommended by MTAC to MPAC.
- Attachment F Engrossed RUGGO amendments: this attached document shows revisions to the December 8, 1994 RUGGO language, with proposed additions highlighted and deletions shown with a strikethru.
- Attachment G Revised 2040 Growth Concept map: an updated version of the December 8, 1994 map that reflects the revisions detailed in Attachments A and B was provided to local jurisdictions through their TPAC representative; additional copies will be available at the JPACT meeting, or by request.

In addition, TPAC recommends that the work program for the next phase of the Framework Plan include development of an infrastructure policy that would guide capital improvements within phased expansion areas of the Urban Growth Boundary and for Urban Reserves.



**METRO**

ATTACHMENT A

**September 7, 1995**

**Executive Officer recommendations to the Metro Council**

### **Introduction**

Since 1992 Metro has led the region -- indeed the nation -- on a quest for a commitment to community that maintains and enhances the quality of life in the face of a growing population.

In that quest Metro has worked closely with the people and their elected representatives in achieving consensus on the values and visions we cherish and for using those values when deciding how to use our land.

As Councilors you are very familiar with the often difficult decisions that must be made to carry out an innovative strategy that no other government has even attempted. And now you are setting the course for the next important steps that will make that innovative strategy become a reality.

### **Setting the stage**

As you know, within two weeks MPAC (Metro Policy Advisory Committee) and JPACT (Joint Policy Advisory Committee on Transportation) will forward to you their recommendations for adopting the 2040 growth concept and revised RUGGO's. The region has been working with great success to arrive at consensus on a growth concept, and we have much of which we can be proud.

I strongly believe it is essential that we move to implement the growth concept as soon as possible. There are two new and important reasons for this. The first is the incredible rate of population growth we are seeing in this region. Every day 75 more people are living here. During the last four years an additional 110,000 people are living in the four-county area. Every day that we delay implementing the growth concept we are foregoing options and losing control of our future.

A second major reason is the passage of House Bill 2709. This recently-passed bill requires that when amending the urban growth boundary, instead of using the last 20 years to determine housing market projections, Metro must use the "immediate past history" (defined as the last five years). Using the last five years would force us to add 26,000 acres to the UGB if it were amended under currently adopted plans and policies. To prevent that sprawling expansion, we must demonstrate the adopted plans and policies that will alter the pattern of the past five

years' consumption of land. We can do this through early implementation of the land-use elements of the growth concept.

That means we should implement, as soon as possible, the land-use elements of the Regional Framework Plan. Specifically, we should adopt urban reserves and a 2015 urban growth boundary. Even more important than drawing lines on a map, however, is making comprehensive changes in the way growth is managed inside the boundary today. This is critical for increasing the efficiency of the way we use our land, and preserving -- even enhancing -- our livability.

### **Initial Steps**

For the Council to move forward with this adoption there are three key decisions that must be made. While we can provide you with the technical work, in the final analysis the Council faces three specific policy decisions to be made. The three key decisions I recommend are:

1. The Council should adopt official population, housing and employment forecasts. These form the basis for all the other work that needs to be done. We soon will be able to present to you our most comprehensive forecasts for the years 2015 and 2040.
2. The Council should adopt a housing needs analysis, as required by state law. This analysis involves looking at the 2015 population forecasts, projecting how many households will be coming and what income levels those households are likely to have. Next we will project the rent or purchase price those households can afford to pay. Finally, that information will be converted to housing types appropriate to the income levels of the people in this region. This data can be presented to you at the same time as the population forecast.
3. The Council should adopt the official buildable land inventory for the region. As you know, we have an excellent method for analyzing the buildable land inventory. We are in that process now. We will prepare a report on the buildable lands inventory that you should review and adopt, after hearing public comment.

These three policy decisions will project the housing types needed for the region and the land that is needed to build them. The next step is the most difficult and most challenging.

### **The challenge and how we can meet it**

The next step is taking these identified needs and finding a way to respond to them using the land that is currently available. HB 2709 lists the options that are available to us to meet these needs. The options that are identified in HB 2709, are exactly what we need to implement the growth concepts. They include:

- Increases in the permitted density on existing residential land
- Financial incentives for higher density housing

- Provisions permitting additional density beyond that generally allowed in the zoning district in exchange for amenities and features provided by the developer
- Removal or easing of approval standards or procedures
- Minimum density ranges
- Redevelopment and infill strategies
- Authorization of housing types not previously allowed by the plan or regulations
- Adoption of an average residential density standard

Additionally, there are other actions to create a greater efficiency of land that have been discussed among Metro and its local partners and the public throughout the Region 2040 process. They include:

- Reduce average new lot size from 8,000 square feet to 6,000 square feet. This is the most important action we can take to dramatically affect the rate of our land consumption.
- Increase the number of "town house" types of developments. This section of the housing market could immediately jump from 5 percent to 10 percent. The market demand exceeds the supply but the zoning, permitting and ability to build these types of housing need to be put into place throughout the region.
- Locate new multi-family residential development in areas that are pedestrian-friendly and have easy access to transit. There already is enough multi-family development to meet the goals of 2040 -- the problem is that their location is not always conducive to pedestrian and transit access.
- There must be increased incentives to build more mixed-use developments. Mixed use does not have to be residential stacked on top of retail; it can be any kind of combination of uses within a short walking distance. It is one of the most efficient ways to decrease parking, increase pedestrian traffic, reduce single trip vehicle miles traveled, and revitalize neighborhoods.
- Even with all the changes that have been proposed in the 2040 growth concept, 70 percent of existing neighborhoods will remain relatively unchanged from the way they are today.

I am confident that these measures can be undertaken and implemented. There is demonstrated support for the concepts in 2040 from the public, local governments and the business and development community. I am greatly encouraged by the market trends towards "2040" types of developments already occurring in every corner of the region.

Some of those examples from throughout the region include:

Pac Trust's Orenco Plan

This is a master planned mixed-use community that has gained local government and private support. Traditionally this area would have been developed into sprawling single family and business park areas. This community in Washington County, however, is committed to doing it differently. The area is located between the new westside light rail and the new Intel plant. This is a prime example of how public dollars can be leveraged in the private sector to benefit the whole community -- and make business work better and more efficiently.

#### Gresham Civic Neighborhood

This area is being redeveloped using a combination of private and public investment. Already the city and developers have reached agreement about improvements that will be made in this neighborhood community, including a pedestrian-oriented development with a highly innovative mixed-use plan designed around a transit center.

#### Hillsboro

Hillsboro has been a leader in "station community planning," in which areas around light rail stations are planned so that they fulfill many of the needs people have in their daily lives. Focusing on a half-mile area around planned stations, Hillsboro's planners, community leaders and citizens are rewriting codes and setting new design standards. Those standards will promote walking, bicycling and transit use rather than use of the car and will provide residential, shopping and recreational opportunities for people who use light rail.

#### Portland

The city of Portland's City Life project is a model of how to make urban compactness attractive and desirable to a considerable portion of the housing market. City Light includes 18 owner-occupied residences -- 10 courtyard homes, six rowhouses and a duplex -- that are set within one city block. The key to the project's success was ensuring that the homes were well-designed and attractive.

These are just a few examples of regional success stories. Still, there will be skeptics. Many were skeptical that we could adopt a growth concept. I'm happy to say that this region has proved them wrong. And I believe we will prove them wrong again.

### **The Goal**

There had been a time when I had hoped for no expansion of the urban growth boundary. Certainly under the previous forecast (1990 census data) this was a conceivable option. However, our new population forecasts, coupled with the requirements of HB 2709, make it difficult to realistically expect that we can continue to manage growth in this region and meet state law without some expansion of the urban growth boundary. I want that expansion to be as minimal as possible.

Several real factors, however, complicate matters: the length of time to fully implement 2040, the aspects of "under build" in the region, and farm assessed property within the urban growth boundary.



- The length of time to fully implement the concepts of 2040 is a variable that will affect the final outcome of needed land. Local governments are here to tell you that they are, in many cases, already implementing aspects of 2040. Undoubtedly many new activities need to be initiated to fully implement the growth concept. But to assume that all jurisdictions can make necessary code or zone changes overnight is unrealistic.
- The issue of “under build” throughout the region is a highly debatable factor. There is some land that -- due to the history of our current zoning code requirements, established platting patterns, or environmental and natural area exclusions -- simply cannot be developed. In addition, HB 2709 specifically excludes certain slopes and natural areas from being counted in the inventory. I firmly recommend that if we cannot count the land because of environmental issues or slopes, we cannot build on it.
- And finally there is the question of farm-assessed properties. As you are well aware, there are approximately 13,000 acres presently within the urban growth boundary that are farm-assessed. Some of these are privately held working farms or nurseries that add value to our community both aesthetically and economically. Farming in the three counties contributes \$426 million in gross farm sales. In addition, the region accounts for 42 percent of the value-added food processing for the entire state. Technically they are zoned for purposes other than farming and could be accounted for as “buildable”. When they actually become available is another question, and some may never be converted. If 20 percent of existing farm lands are preserved it would have an effect on the urban growth boundary of about 2,600 acres.

Even with these factors in mind, I believe we can realistically meet the requirements of HB 2709 with an urban growth boundary expansion between 4,000 and 9,000 acres. That represents only a 2 - 4 percent expansion of the boundary. Based on current market trends and the willingness of local governments to implement these concepts, I believe that is an achievable goal. However, we should not “pick” a final number until all these issues have been thoroughly analyzed, debated and resolved.

A 2 - 4 percent expansion represents enough land to accommodate a vastly increased population base to the year 2015. As we move forward in examining the final data, we may find that we can do better than a 4,000 - 9,000-acre expansion. But regardless of the expansion acreage, we must be guided by the goals and values which are firmly established in this region.

I believe we can reach a number in that range, or even less, if we work with local governments, the development community and our citizens to vigorously implement the 2040 growth concept.

That will not be easy. There are some who believe that we can somehow just stop growth. Others simply do not understand -- or have misinterpreted -- the growth concepts. I believe, though, that there are many more Oregonians in this region who would rather make the difficult but critical decisions that ultimately will benefit us all.

We can look to other metropolitan areas that have failed to make the difficult livability decisions. In Phoenix the present consumption of land has been one acre an hour. The city of Chicago has had no net increase in population, while the size of that city has expanded by 40 percent. Even in our region we have been consuming more than 1,000 acres a year.

While numbers are interesting and tend to dominate the discussion it is the concepts that should drive the debate.

I believe that my recommendations are entirely feasible. I fully expect to be successful in our goal to begin implementing the land-use elements of the 2040 growth concept in six months. I hope that a few months from now we will have a list that includes specific measures from every local government in this region that describe how they can -- and perhaps already are -- making sure it is implemented effectively and quickly.

### Urban Reserves

Along with determining how many acres of land we should add to the urban growth boundary, we need also to determine how many acres of land should be included in the urban reserves -- our long-term land supply. These two determinations are closely linked.

If the decision is made that our UGB needs are small, a smaller urban reserve will follow. If we accept 26,000 acres as our urban growth boundary, our urban reserve needs will escalate to 60,000 or more. We have been examining the urban reserve study areas, and it is clear that we have two categories of land: areas that clearly should be included in urban reserves and areas that are more doubtful.

I recommend that you include within the urban reserves those areas that can be urbanized, that the remainder be held over for further study, and that some new potential areas be added for comparison. A major consideration in all potential areas is that we learn more about the costs and consequences of their development.

### The link between transportation and land use

An important component of our future livability is transportation mobility. The Regional Transportation Plan provides a full range of transportation systems needed to support the 2040 growth concept. Land use and transportation decisions are inextricably linked -- whether that means building light rail to focus growth in centers and corridors, or providing truck and freight access to industrial areas. It also means being able to move around conveniently and safely within neighborhoods and to ensure that access into and out of the region is efficient.

We need to invest in our transportation system -- both to help make the 2040 land-use pattern occur and to carry the resulting travel flow. We should target our transportation investments to leverage higher levels of employment in downtown Portland, in regional centers and around light rail stations. We should make all of these areas pedestrian and transit friendly to reduce the level of traffic growth that otherwise would accompany a more compact urban area. We also should build the needed roads to accommodate more traffic throughout the region and move freight, and we should make it safer and more convenient so that people can choose to bike or take transit rather than being forced to drive everywhere.

### Regional standards

Perhaps no greater point should be made than the importance of using and adhering to Region 2040 as a standard by which all other regional decisions are made. Regardless of the number of acres added to expand the boundary, we must ensure that their development achieves the goals of the growth concept. I propose that once we decide on specific areas, they not be annexed to the UGB until there has been thorough master planning for land use and transportation mobility, that schools sites and parks be identified, that open spaces be protected, and that generally we be assured that the goals of the growth concept can be realized. Clearly expansion on farm and forest land must be avoided if at all possible.

We have many tools to use for early implementation of 2040, and we need to ensure that all of our resources are brought to bear. Every program at Metro will be scrutinized for how it potentially could affect land-use decisions. The growth concept must be a regional standard by which all other decisions are based. For example, our transportation systems should focus on areas that are key to increasing the efficiency of using our land, fostering compact urban development and ensuring mobility for people and freight. All Metro sponsored transportation projects should be consistent with the 2040 growth concept. Transportation funding in all cases should facilitate rather than detract from the growth concept objectives.

As another example, the open space funds approved by the region's voters must complement the goals of 2040. Open space acquisitions should be made to offset the adverse impacts of accommodating growth and to ensure that regional parks and natural areas are distributed throughout the communities and where significant growth is expected.

### Conclusion

In summary, these are the four specific recommendations that I would ask the council to consider as soon as possible.

- Adopt the growth concept and RUGGOs.
- Establish a process for the adoption of population forecasts, housing needs analysis, and the buildable lands inventory.

- Develop a list of measures to ensure we've done our absolute best to limit the expansion of the urban growth boundary.
- Adopt the urban reserves and amend the urban growth boundary.

The work that has been done throughout the region by the Metro Council, local governments and citizens has been evolving for several years. Everyone involved must be commended for bringing us to the point where we are today.

I strongly urge everyone in this region to keep the debate about the UGB expansion numbers to a minimum. We instead should focus our collective energy and commitment on the **measures** to reduce an urban growth boundary expansion. Without those measures, we're looking at a dismal scene ... and the most prominent feature in that scene is 26,000 acres of reduced livability. We have a long way to go, but I'm confident we can get there.

What stands today before this Council and this region is a clear choice ... to do what has never been done before in this country ... or to fall into the abyss that every other metropolitan area has faced when confronted with the issues of growth. I say that we fiercely fight to protect what makes this place so unique.



METRO

## OVERVIEW OF HB 2709

Requires provision of 20 year supply of buildable land within urban growth boundary (UGB) at next periodic review.

Clarifies buildable land includes both vacant and developed land likely to be redeveloped.

Requires inventory of supply of buildable land and analysis of needed housing by type and density.

Requires a local government (or in this case Metro) that finds it does not have sufficient buildable land for 20 years based on immediate past experience:

- to amend UGB to include sufficient buildable land; or
- amend comprehensive plan, functional plan or land use regulations to include measures to increase likelihood that the land supply will be sufficient; or
- adopt a combination of these two measures.

Provides examples of actions or measures, such as:

- Increases in the permitted density on existing residential land;
- Financial incentives for higher density housing;
- Provisions permitting additional density beyond that generally allowed in the zoning district in exchange for amenities and features provided by the developer;
- Removal or easing of approval standards or procedures;
- Minimum density ranges;
- Redevelopment and infill strategies;
- Authorization of housing types not previously allowed by the plan or regulations; and
- Adoption of an average residential density standard.

Provides priorities for including land in UGB if insufficient land available, starting with urban reserves. If reserves are inadequate, then land adjacent to UGB acknowledged in comprehensive plan as exception or non-resource. Then, marginal land followed by ag-forest, or both.

Requires coordinating body to establish and maintain population forecast for entire area within its boundary.

"Right to farm" continues to exist if farm land incorporated into UGB until a change to a nonfarm use.

**Attachment B**

**2040 Concept Map  
Transportation Amendments**

**Clackamas County** (also see #15, 16 and 36)

3. Revise the 82nd Drive to be shown as a Corridor from I-205 and Hwy 224 to Gladstone city limits

**Washington County**

5. 221/234th Corridor removed
6. Evergreen/Brookwood Corridor removed.
8. Bethany Corridor relocated to Springville Road.
9. Delete Mainstreets (but not Corridors) on Farmington Road, west of Murray Blvd.
11. Delete Corridors (but not Mainstreets) on Oleson Road. (This is a change to the July 1995 map and leaving the December 8 map as is)

**Cornelius**

13. The Main street should be shown over the Potential Light Rail alignment along Hwy 8.

**Damascus Area**

16. Corridor alignment in Damascus Urban Reserve Study area changed from Foster Road to 172nd. (Location not meant to be specific at this time.)

**Forest Grove**

18. Revise Highway Alignments – Highway 47 Forest Grove, I-5/99W connection, Sunrise Corridor.

**Gladstone**

21. Removed nodes along proposed LRT alignment at Johnson City and Gladstone.

**Hillsboro**

24. The Light Rail station locations are not correct. Delete the LRT stations at 10th, 18th and 25th Avenues. Add a station at 12th Avenue. Move the Orenco and Elam Young Parkway stations to the west.
28. Delete the Main street on 206th Avenue north of the LRT station. (The Main Street along Cornell Road in this vicinity is under study and could be moved at a later date)
30. Main Street added to Hillsboro Town Center.
31. Evergreen/Brookwood Corridor removed.

### **Maywood Park**

- 35. Moved Main Street north of Maywood Park.

### **Portland**

- 37. Delete Mainstreet on 42nd Avenue
- 38. Add Mainstreet on Fremont between 40th and 50th streets.
- 41. A Corridor was added on Johnson Creek Boulevard east of 45th Avenue.
- 42. Addition of Marine Terminal T-6 near Hayden Island.
- 43. Add Main Street designation to parts of Lombard.
- 45. Add Corridor and Main Street on Alberta.
- 46. Remove Corridor from Prescott.
- 47. Add Main Street of Fremont from 41st Avenue to 52nd Avenue.
- 48. Add Main Street of Thurman from 23rd Avenue to 29th Avenue.

### **Sherwood**

- 55. Addition of two Main Streets in Sherwood.

### **Tigard**

- 56. Delete corridor along Hunziker Street

### **Tualatin**

- 71. Corridor along Boones Ferry south of Tualatin Town Center removed.
- 72. The potential High Capacity Transit alignment at the south end of Tualatin has been rerouted.

### **Vancouver, Clark County**

- 75. Change map legend "Potential HCT ~~lines~~ facilities".
- 76. Add potential HCT along I-205 from I-5 south to the Gateway area in Portland.
- 77. Revise the potential HCT on SR 500 from I-5 to St. Johns Road instead of the alignment show along Ft. Vancouver way.
- 78. Revise the LRT alignment from Mill Plain Blvd to McLoughlin Blvd and then westward to I-5 and delete stations along Main.
- 79. Delete the station at I-5/Burnt Bridge Creek/Hwy 99 location.

80. Add LRT stations along I-5 at 78th, 88th and 99th streets.

#### **Port of Portland**

88. Show the new complete alignment of roads which serve Port properties and which loop around Smith and Bybee Lakes. Remove Reeder Road in Sauvie Island.

#### **ODOT**

89. Change the way that regional highways are shown on the map. First, call them "Proposed Regional Throughways" and have them look more conceptual than actual alignments.
90. Revise the alignment of the railroads to reflect the actual location of the mainlines.

#### **Metro Greenspaces**

92. Recognize that some regionally significant natural areas and trails are located within proposed or planned Highway or light rail alignments. Maintaining connections between open spaces and identifying opportunities for trail development are high priorities in creating a regional greenspaces system. For example, the Boring Lava Domes (#3), are located on either side of the Sunrise Corridor. Other significant natural areas and trail systems include, but are not limited to: Rock/Sieben Creek, (#42), Deep Creek Canyon (#15), Bluffs Trail (#15), Scouter Mountain Trail (#79), North Fork Trail (#72), Cazadero Line Trail (#62), Clackamas River Greenway (#87).
97. Incorporate the Metro Regional Trails Map.
100. Add Skyline Drive (street alignment) for a reference point.

#### **Metro**

101. q. Proposed language for inclusion in RUGGOs/Growth Concept at line 2226:

The proposed throughways shown on the Growth Concept map are all under study at a corridor level. The indications on the map demonstrate the commitment to transportation access improvements between the beginning and ending points of the line shown. The map does not indicate an approved or preferred alignment. In some cases, a definitive corridor has not yet been developed. Once appropriate improvements have been identified and any alignment selected, amendments to the map will be required based on those decisions. If an improvement is located outside the adopted UGB, appropriate land use findings will be made at that time.

*Following are the changes in the map from the Metro 2040 Growth Concept Map adopted by resolution by the Metro Council on December 8, 1994:*

#### **Other General Map Changes**

102. Corridors were narrowed from 720 feet either side of a road centerline to 360 feet.
104. The nodes along Proposed Light Rail alignments were deleted. (Modeling will account for possible station areas, however)
106. Map legend was revised so that "Railyards" changed to "Intermodal Railyards."



**Attachment C**

**2040 Concept Map  
Growth Management Amendments**

**Clackamas County** (also see #15, 16 and 36)

1. Delete the Oak Grove town center.
2. Sunnyside Village should be changed from Outer Neighborhood to Inner Neighborhood.
4. Clackamas Town Center Regional Center should be moved slightly to straddle I-205.

**Washington County**

7. Bethany Town Center moved south.
10. Delete Opens space northwest of the Peterkort (Leaving December 8 Map as is) (further refinement should be done at the Analysis Map level when available)

**Beaverton**

12. Town Center at Farmington Road moved east.

**Cornelius**

14. There is a concern that there are not enough Urban Reserve Study Areas shown on the map and that there may be better locations than those now shown.

**Damascus Area**

15. Employment area added along Highway 212 in Damascus Urban Reserve Study Area.

**Fairview**

17. Fairview Town Center added.

**Forest Grove**

19. Forest Grove Town Center moved east.

**Gladstone**

20. The riverfront property in Gladstone downstream from the 99-E bridge, about 1 1/4 miles, is public park and should be so designated on the map.

**Gresham**

22. All Outer neighborhoods in Gresham were changed to Inner Neighborhoods.

## **Hillsboro**

25. Do not show development in the approach zones of the Hillsboro Airport. Specifically between the Elam Young Parkway and the Fairgrounds LRT stations.
26. Change the Employment Area designation on Ronler Acres and Jones Farm Intel campuses to Industrial.
27. Change from Industrial Area to Employment Area a portion of the SW quadrant of the Sunset Highway/Cornelius Pass Road interchange.
29. There are issues which remain, but which are more appropriate to the Analysis Map discussion. These include: consistency with the Station Area Interim Protection Ordinance, airport clear zones, publicly owned sites, the specific location of the Tanasbourne Town Center and consistency with the city's Airport Impact Zone.

## **Lake Grove**

32. Lake Grove Town Center moved east.

## **Lake Oswego**

33. Move Lake Grove Town Center from position centered on Boones Ferry and Kruse Way to position with the top of Town Center designation at the intersection (i.e., move it south).
34. Added Employment area to Kruse Way area.

## **Pleasant Valley Area**

36. The Town Center on Foster has been relocated to the Foster, 172nd intersection.

## **Portland**

39. The open space adjacent to Lents should be an employment area.
40. The small pockets of open space east of 122nd between Foster and Powell should be replaced with the Inner Neighborhood designation.
44. Add both Inner and Outer Neighborhoods near I-5 and Marine Drive.

## **Sherwood**

49. Delete a small area of employment area in the extreme southwest corner of the UGB in Sherwood. This is developed as residential.
50. Delete an area of Industrial on the north side the UGB in Sherwood (outside the UGB)
51. Delete an area of Employment area on the north side of the UGB in Sherwood (outside the UGB). (This is a change to the July, 1995 map – the December 8, 1994 map is correct as adopted)
52. Open Space designation added to Sherwood.
53. Town Center moved north in Sherwood.

54. Inner and Outer neighborhoods have been reshaped in Sherwood.

#### **Tigard**

57. Delete Inner Neighborhood designation on land west of I-5, south of Hwy 217, east of 72nd Avenue and north of an extension of SW Tech Center Drive.
58. The Tigard Triangle was redesignated as an Employment Area.

#### **Troutdale**

59. Some Open Space had been removed from the Troutdale Town Center)
60. Inner Neighborhood has been added east of Beavercreek near Troutdale.

#### **Tualatin**

61. Confirm that the Town Center circle size and location are not intended to be specific, such as a zoning district, rather they are intended to be general.
62. The small rectangle of Inner Neighborhood to the west southwest of the Town Center circle, bounded by the arc of the circle on the east, the High Capacity Transit (HCT) Burlington Northern RR on the south, the blue Industrial Area designation on the west and Tualatin-Sherwood Road on the north, should be Industrial.
63. To the north of the small rectangle noted above, is a small square of Inner Neighborhood. This small square to the west northwest of the circle, bounded by the arc of the circle on the east, Tualatin-Sherwood Road on the south, blue Industrial Area on the west and Open Space on the north, should be Employment Area.
64. To the north of the small square noted above is a large area of Open Space. This area to the west northwest, northwest and north northwest of the circle, bounded by the arc of the circle on the east and the HCT Southern Pacific RR on the north should be Employment Area.
65. At the 1 o'clock position on the Town Center circle is a small dark green Public Parks designation bounded on the west by the HCT Burlington Northern RR, on the north by the HCT Southern Pacific RR and the Tualatin River, on the east by Open Space and on the south by Boones Ferry Road. This designation is partially correct. The south approximately 1/2 of this Public Park area (from Boones Ferry Road on the south to about 250 north) should be Employment Area.
66. To the east of the dark blue Public Parks designation noted above as small square of light green Open Space designation. It is bounded on the south and east by Boones Ferry Road and on the north by the HCT Southern Pacific RR. The approximately 250 foot deep Employment area designation mentioned above should be extended east into this area of Open Space to Boones Ferry on the east.
67. The area of Open Space designation to the northeast and east of the circle, bounded by the arc of the circle, Martinazzi Avenue and Boones Ferry Road on the west, the Tualatin River on the north, I-5 on the east and Warm Springs Street on the south (it appears Warm Springs is the southern edge of the Open Space) should be Employment area.
68. The area of Inner Neighborhood to the east and south east of the circle, bounded by the arc of the circle on the west, Sagert Street on the south, I-5 on the east and Warm Springs on the north, should be Employment Area.

69. The designations east of I-5 bounded by Sagert Street on the south, The Tualatin River on the north and 65th Avenue (roughly) on the east are problematic and require further discussion. Pending further discussion, Employment Area may be more appropriate.
70. The Grahams Ferry corridor between Wilsonville and Tualatin should be Open Space.

#### **Wood Village**

73. An area immediately to the east of 223rd Avenue should be shown as Employment area, as it is currently zoned light industrial and is the location of the Multnomah Greyhound Park. The remainder of the area is a golf course and is appropriate for the Open Space designation the map shows.
74. An area south of the railroad tracks, north of Sandy Boulevard and north of the Mt. Hood Parkway alignment shown as inner neighborhood should be Industrial – consistent with its current zoning.

#### **Vancouver, Clark County**

81. Downtown Vancouver should be shown as a circle the same color as Downtown Portland and identified as "Vancouver City Center".
82. The Van Mall and Salmon Creek/WSU centers should be shown as a circle the same color as regional centers and labeled "Activity Centers".
83. Highlight the Urban Growth Areas with a black lines. (Vancouver's, Camas', Washougal's.)
84. Shown the bounds of industrial areas
85. Show the urban reserves.
86. Include a Southwest Washington legend for Vancouver, Clark County, Camas, and Washougal nomenclature.
87. Add Resource designation outside the urban growth areas and urban reserves.

#### **Metro Greenspaces**

91. Recognize that greenspaces can be compatible with urban development including LRT station development, town centers, corridors, etc.. Some regionally significant greenspaces identified in the Greenspaces Master Plan are located within 1/2 mile of LRT station areas. Development of these areas should not preclude protection of regionally significant natural areas or trail systems. These include, but are not limited to Johnson Creek (identified as location #30 in the Greenspaces Master Plan Map), Rock Creek, (#43), Fanno Creek Greenway (#66), Cedar Mill (#7), Tualatin Hill Nature Park addition (#54), Milwaukie Waterfront (#34), Heron Lakes (#25) and Columbia Slough River Trail (#88). Town centers like Fairview and Troutdale should not preclude natural area protection for areas such as Fairview Creek Ponds (#16) or Sandy River Gorge Trail (#78). Employment areas should be cognizant of natural areas such as the Rock/Sieben Creek natural area (#42). Corridor should be developed to protect natural areas. For example, the Johnson Creek Canyon (#28) should be protected even though it is part of the Johnson Creek Blvd corridor. Neighborhood development should be developed consistent with protection of riparian areas. For example, the Sandy River Gorge Trail (#78) and the Beaver Creek Canyon Trail/Greenway (#58) should be protected. Policy language applying to the urban design types (centers, corridors, station areas) should not preclude open space and trail preservation.

93. Protect the regionally significant concentration of natural areas in the Tualatin area including Tualatin River access points (#55), Hedges Creek Wetland (#24), Tonquin Geological Area (#52).
94. Lands in Urban Reserve Study areas should be considered for their natural features and protected. For example, in the Carver urban reserve study area, the Clackamas River Greenway should be protected if the area is brought into the urban growth boundary and urban development permitted.
95. Some open space has been removed from the area south of Gresham Regional Center in the area of the Boring Lava Domes (#3). Please confirm that this change reflects existing development only, as this is a Measure 26-26 Bond Measure target.
96. Change the area between Blue Lake and Fairview Lake from Open Space to Outer Neighborhood.
98. Confirm that the 57 regionally significant natural areas on the Greenspaces Master Plan are included.
99. Please add the following public lands: Oxbow Regional Park, Chinook Landing Marine Park, Indian John Island, Gary and Flagg Islands, Gleason Boat Ramp, Broughton Beach, Howell Territorial Park, Bell View Point, Burlington boat ramp, Glendover golf course, Smith and Bybee Lakes (small correction), Mason Hill Park Larch Mountain Corridor, Beggars Tick Wildlife Refuge.

*Following are the changes in the map from the Metro 2040 Growth Concept Map adopted by resolution by the Metro Council on December 8, 1994:*

#### **Other General Map Changes**

103. One-half mile LRT station areas were added.
105. Urban Growth Boundary line changed from heavy solid line to dotted line and correct map legend.
107. Map legend changed from "Mixed Use Employment Centers" changed to "Employment Centers."
108. Minor Urban Reserve Study Area corrections:
  - a. Lake Oswego (approximately one acre)
  - b. Carver
  - c. Wilsonville (Day Road map error corrected)

## **Additional TPAC Amendments**

### **2040 Concept Map**

#### **Metro Region**

- 125. Amend map to more clearly identify potential LRT lines and stations, including potential additional stations on existing east and west side MAX lines.
- 126. Language between map and RUGGOs should be made consistent with regard to “regional through-routes” vs. “regional throughways.” The term “through-routes” has been adopted in the interim Regional Transportation Plan (RTP).

#### **Portland**

- 127. Union Station should be shown as an intermodal facility on the map.

#### **Clackamas**

- 128. The Clackamas Regional LRT termini should be located at I-205 (further east from its current location near 82nd Avenue).

### **RUGGO Text**

- 129. Page 36 of the RUGGOs should indicate that pedestrian travel is the preferred travel mode for “short” trips in order to be consistent with the interim RTP.

**Attachment E**

**2040 Concept Map  
Additional MTAC Amendments**

**Clark County/Vancouver**

109. Adjust station areas in the Vancouver regional center
  - Add station at VA Hospital
  - Add station at 7th Street
  - Add station at 12th Street
  - Move Mill Plain station up to 17th street south of where alignment turns east from CBD
110. Make all neighborhood designations within Vancouver city limits Inner Neighborhood design type.
111. Add broad band of Rural Reserves beyond the UGA in Clark County, diagonally NW to SE, some distance from UGA/reserve areas
112. Delete Town Center at Mill Plain
113. Add title indicating location of Battleground

**Washington County**

114. Make Oleson a corridor between SW Hall and Garden Home Rd.

**Lake Oswego**

115. Take off the Main Street designation on Kruse Way, replace with a Corridor. Keep Main Street along Boones Ferry in the Town Center area as shown.

**Portland**

116. Make changes to Columbia South Shore area, as submitted on maps by the City. Including revised open space coverage near 33rd Ave.; delete Open Space and add Industrial Area in same vicinity; replace Open Space with Park for golf course west of I-5; switch a tract from Industrial to Employment Area near 182nd.
117. Reflect change to Marine Drive alignment at North Portland Rd., extend Marine Drive to be continuous.

**Clackamas County**

118. Extend LRT from 82nd and Sunnyside to station shown at or beyond I-205.
119. Revision to 82nd Drive between Hwy 224 and Gladstone (corridor, proposed LRT, ?? - talk to Rod Sandoz)

**Sandy**

120. Pull back Rural Reserves west of City to meet their urban reserve coverage.

## **Metro**

121. Realign I-5 to 99W dotted freeway connection to be inside the current UGB instead of outside the UGB. (Advice of legal counsel.)

## **Metro Greenspaces**

122. Not all map changes have been made as requested, double check map and make corrections. See #93, #98 & #99, which includes Tualatin River access, 57 regionally significant natural areas, and public lands (parks and other uses).
123. Confirm whether a separate map is going to be incorporated with the Growth Concept showing Regional Trails.
124. Confirm riparian buffers and show. Is there a buffer for Columbia River?



ATTACHMENT F

**METRO**

**To:** Mayor Gussie McRobert, MPAC members and interested persons

**From:** John Fregonese, Director, Growth Management

**Date:** July 20, 1995

**Subject:** Revised draft of RUGGO

Enclosed please find a copy of the RUGGO with all of the recommended changes adopted by MPAC.

The RUGGO changes are shown by ~~deletions~~ and ~~additions~~ notations as compared with the December 8, 1994 version adopted by the Metro Council by resolution 94-2040. Accordingly, there are changes to changes that MPAC has made as it deliberated. Only the final version in comparison with the December 1994 version are shown.

We would also like to ask that MPAC consider the following changes which indicated in the draft as follows:

**Lines 52-97 Re: Future Vision Summary** - This is the summary of Future Vision as adopted by the Metro Council by Ordinance #95-604A.

**Line 703 Re: Future Vision completion** - The Future Vision ~~will be~~ was prepared..... Staff recommends that this change occur as the Future Vision project has now been completed.

**Line 1798 Re: North Plains.** North Plains has requested that they be included when citing neighbor cities.

**Lines 2022-2028 Re: Corridors configuration alternative as a series of centers or nodes.** There has been a discussion about the ways that corridors may actually be built and function. The existing RUGGO language indicate a continuous bands of higher density development. But, an alternative could be to have nodes or centers along an arterial, and the same type of capacity and performance could be achieved. This language was recommended by MTAC for MPAC consideration and we failed to forward this to MPAC.

**Lines 2456-2457 Re: Definition of Persons per acre.** This definition was also recommended by MTAC to MPAC and inadvertently left out.

MPAC

July 2 1995

Page 2

We request that MPAC consider the revised RUGGO and the above changes. We would encourage the MPAC to conclude its recommendations about the RUGGO and forward them to the Metro Council at your earliest convenience.

Thank you.

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1 Introduction

2  
3  
4 The Regional Urban Growth Goals and Objectives (RUGGO) have been developed to:

5  
6 1. guide efforts to maintain and enhance the ecological integrity, economic viability,  
7 and social equity and overall quality of life of the urban region;

8  
9 2. respond to the direction given to Metro by the legislature through ORS ch 268.380 to  
10 develop land use goals and objectives for the region which would replace those  
11 adopted by the Columbia Region Association of Governments;

12  
13 3. provide a policy framework for guiding Metro's regional planning program;  
14 principally its development of functional plans and management of the region's urban  
15 growth boundary the development of the elements of Metro's regional framework plan,  
16 and its implementation of individual functional plans; and

17  
18 4. provide a process for coordinating planning in the metropolitan area to maintain  
19 metropolitan livability.

20  
21  
22 The RUGGO's are envisioned not as a final plan for the region, but as a starting point  
23 for developing a more focused vision for the future growth and development of the  
24 Portland area not directly applicable to local plans and local land use decisions.  
25 However, they state regional policy as Metro develops plans for the region with all of its  
26 partners. Hence, the RUGGO's are the building blocks with which the local  
27 governments, citizens, the business community and other interests can begin to  
28 develop a shared view of the region's future.

29  
30 This document begins with the broad outlines of that vision Future Vision Summary.  
31 This document is a summary of the Future Vision for the metropolitan region,  
32 developed consistent with the Metro Charter. The Future Vision, is not a regulatory  
33 document. Rather, it is a statement of aspiration. The regional framework plan, when  
34 adopted, must describe its relationship to the Future Vision. The RUGGO's follow next  
35 and are presented through two principal goals, the first dealing with the planning  
36 process and the second outlining substantive concerns related to urban form. The  
37 "subgoals" (in Goal II) and objectives provide clarification for the goals. The planning  
38 activities reflect priority actions that need to be taken to refine and clarify the goals and  
39 objectives further.

40  
41 Metro's regional goals and objectives required by ORS 268.380(1) are in RUGGO

42 Goals I and II and Objectives 1-24 23 only. RUGGO planning activities contain  
43 implementation ideas for future study in various stages of development that may or may  
44 not lead to RUGGO amendments, new functional plans, functional plan amendments,  
45 or regional framework plan elements. The regional framework plan, functional plans  
46 and functional plan amendments shall be consistent with Metro's regional goals and  
47 objectives and the Growth Concept, not RUGGO planning activities.  
48

## FUTURE VISION SUMMARY

### FUTURE VISION

Our ecological and economic region goes beyond Metro's boundaries and stretches from the Cascades to the Coast Range, and from Longview to Salem. Any vision for a territory as large and diverse as this must be regarded as both ambitious and a work-in-progress: it is a first step in developing policies, plans, and actions that serve our bi-state region and all its people.

While Metro recognizes that it has no control over surrounding jurisdictions and is not responsible for the provision of public safety and other social services, the ability to successfully manage growth within this region is dependent on and impacts each of these.

Future Vision is mandated by Metro's 1992 Charter. It is not a regulatory document; rather it is a standard against which to gauge progress toward maintaining a livable region. It is based on a number of core values essential to shaping our future. As a region:

- We value taking purposeful action to advance our aspirations for this region, realizing that we should act to meet our needs today in a manner that does not limit or eliminate the ability of future generations to meet their needs and enjoy this landscape we are privileged to inhabit.
- We value the greatest possible individual liberty in politics, economics, lifestyle, belief, and conscience, with the understanding that this liberty cannot be fully realized unless accompanied by shared commitments for community, civic involvement, and a healthy environment.
- We value our regional identity and sense of place, and celebrate the identity and accomplishments of our urban neighborhoods and suburban and rural communities.
- We value vibrant cities that are an inspiration and a crucial resource for commerce, cultural activities, politics, and community building.
- We value a healthy economy that provides stable family-wage jobs. We recognize that our economic well-being depends on unimpaired and sustainable natural ecosystems, and suitable social mechanisms to insure dignity and equity for all and compassion for those in need.
- We value the conservation, restoration, and preservation of natural and historic landscapes.
- We value a life close to nature incorporated in the urban landscape.
- We value nature for its own sake, and recognize our responsibility as stewards of the region's natural resources.
- We value meeting the needs of our communities through grass-roots efforts in

90 harmony with the collective interest of our regional community.

91 • We value participatory decision making which harnesses the creativity inherent in  
92 a wide range of views.

93 • We value a cultural atmosphere and public policies that will insure that every child  
94 in every community enjoys the greatest possible opportunities to fulfill his or her  
95 potential in life.

96  
97 (For a full text of the Metro Council adopted Future Vision, see Ordinance #95-604A).  
98



**Background Statement**

~~Planning for and managing the effects of urban growth in this metropolitan region involves 24 cities, three counties, and more than 130 special service districts and school districts, including Metro. In addition, the State of Oregon, Tri-Met, the Port of Portland, and the Boundary Commission all make decisions which affect and respond to regional urban growth. Each of these jurisdictions and agencies has specific duties and powers which apply directly to the tasks of urban growth management.~~

~~However, the issues of metropolitan growth are complex and inter-related. Consequently, the planning and growth management activities of many jurisdictions are both affected by and directly affect the actions of other jurisdictions in the region. In this region, as in others throughout the country, coordination of planning and management activities is a central issue for urban growth management.~~

~~Nonetheless, few models exist for coordinating growth management efforts in a metropolitan region. Further, although the legislature charged Metro with certain coordinating responsibilities, and gave it powers to accomplish that coordination, a participatory and cooperative structure for responding to that charge has never been stated.~~

~~As urban growth in the region generates issues requiring a multi-jurisdictional response, a "blueprint" for regional planning and coordination is critically needed. Although most would agree that there is a need for coordination, there is a wide range of opinion regarding how regional planning to address issues of regional significance should occur, and under what circumstances Metro should exercise its coordination powers.~~

~~Goal I addresses this coordination issue in the region for the first time by providing the process that Metro will use to address areas and activities of metropolitan significance. The process is intended to be responsive to the challenges of urban growth while respecting the powers and responsibilities of a wide range of interests, jurisdictions, and agencies.~~

~~Goal II recognizes that this region is changing as growth occurs, and that change is challenging our assumptions about how urban growth will affect quality of life. For example:~~

~~•overall, the number of vehicle miles traveled in the region has been increasing at a~~

rate far in excess of the rate of population and employment growth;

• the greatest growth in traffic and movement is within suburban areas, rather than between suburban areas and the central downtown district;

• in the year 2010 Metro projects that 70% of all "trips" made daily in the region will occur within suburban areas;

• currently transit moves about 3% of the travelers in the region on an average workday;

• to this point the region has accommodated most forecasted growth on vacant land within the urban growth boundary, with redevelopment expected to accommodate very little of this growth;

• single family residential construction is occurring at less than maximum planned density;

• rural residential development in rural exception areas is occurring in a manner and at a rate that may result in forcing the expansion of the urban growth boundary on important agricultural and forest resource lands in the future;

• a recent study of urban infrastructure needs in the state has found that only about half of the funding needed in the future to build needed facilities can be identified.

Add to this list growing citizen concern about rising housing costs, vanishing open space, and increasing frustration with traffic congestion, and the issues associated with the growth of this region are not at all different from those encountered in other west coast metropolitan areas such as the Puget Sound region or cities in California. The lesson in these observations is that the "quilt" of 27 separate comprehensive plans together with the region's urban growth boundary is not enough to effectively deal with the dynamics of regional growth and maintain quality of life.

The challenge is clear: if the Portland metropolitan area is going to be different than other places, and if it is to preserve its vaunted quality of life as an additional 485,000 people move into the urban area in the next 20 years, then a cooperative and participatory effort to address the issues of growth must begin now. Further, that effort needs to deal with the issues accompanying growth — increasing traffic congestion, vanishing open space, speculative pressure on rural farm lands, rising housing costs, diminishing environmental quality — in a common framework. Ignoring vital links

179 ~~between these issues will limit the scope and effectiveness of our approach to~~  
180 ~~managing urban growth.~~

181  
182 Goal II provides that broad framework needed to address the issues accompanying  
183 urban growth.

184  
185  
186  
187

~~Planning for a Vision of Growth in the Portland Metropolitan Area~~

~~As the metropolitan area changes, the importance of coordinated and balanced planning programs to protect the environment and guide development becomes increasingly evident.~~

~~By encouraging efficient placement of jobs and housing near each other, along with supportive commercial, cultural and recreational uses, a more efficient development pattern will result.~~

~~An important step toward achieving this planned pattern of regional growth is the integration of land uses with transportation planning, including mass transit, which will link together mixed use urban centers of higher density residential and commercial development.~~

~~The region must strive to protect and enhance its natural environment and significant natural resources. This can best be achieved by integrating the important aspects of the natural environment into a regional system of natural areas, open space and trails for wildlife and people. Special attention should be given to the development of infrastructure and public services in a manner that complements the natural environment.~~

~~A clear distinction must be created between the urbanizing areas and rural lands. Emphasis should be placed upon the balance between new development and infill within the region's urban growth boundary and the need for future urban growth boundary expansion. This regional vision recognizes the pivotal role played by a healthy and active central city, while at the same time providing for the growth of other communities of the region.~~

~~Finally, the regional planning program must be one that is based on a cooperative process that involves the residents of the metropolitan area, as well as the many public and private interests. Particular attention must be given to the need for effective partnerships with local governments because they will have a major responsibility in implementing the vision. It is important to consider the diversity of the region's communities when integrating local comprehensive plans into the pattern of regional growth.~~

227 **GOAL I: REGIONAL PLANNING PROCESS**

228  
229  
230 Regional planning in the metropolitan area shall:

- 231  
232 I.i Fully implement the regional planning functions of the 1992 Metro Charter;  
233  
234 I.ii identify and designate other areas and activities of metropolitan concern through  
235 a participatory process involving the Metro Policy Advisory Committee, cities,  
236 counties, special districts, school districts, and state and regional agencies such  
237 as Tri-Met, the ~~Metropolitan Arts Commission~~ Regional Arts and Culture Council  
238 and the Port of Portland; and  
239 I.iii occur in a cooperative manner in order to avoid creating duplicative processes,  
240 standards, and/or governmental roles.  
241

242 These goals and objectives shall only apply to acknowledged comprehensive plans of  
243 cities and counties when implemented through the regional framework plan, functional  
244 plans, or the acknowledged urban growth boundary plan.  
245

246 **Objective 1. Citizen Participation**

247  
248 Metro shall develop and implement an ongoing program for citizen participation in all  
249 aspects of the regional planning program. Such a program shall be coordinated with  
250 local programs for supporting citizen involvement in planning processes, and shall not  
251 duplicate those programs.  
252

253 **1.1. Metro Committee for Citizen Involvement (Metro CCI)**

254 Metro shall establish a Metro Committee for Citizen Involvement to assist with the  
255 development, implementation and evaluation of its citizen involvement program and to  
256 advise the Metro Policy Advisory Committee regarding ways to best involve citizens in  
257 regional planning activities.  
258

259 **1.2. Notification.** Metro shall develop programs for public notification, especially for  
260 (but not limited to) proposed legislative actions, that ensure a high level of awareness  
261 of potential consequences as well as opportunities for involvement on the part of  
262 affected citizens, both inside and outside of its district boundaries.  
263

264  
265 **Objective 2. Metro Policy Advisory Committee**  
266

The 1992 Metro Charter has established the Metro Policy Advisory Committee to:

- 2.1 assist with the development and review of Metro's regional planning activities pertaining to land use and growth management, including review and implementation of these goals and objectives, development and implementation of the regional framework plan, present and prospective functional planning, and management and review of the region's urban growth boundary;
- 2.ii. serve as a forum for identifying and discussing areas and activities of metropolitan or subregional ~~significance concern~~, and
- 2.iii. provide an avenue for involving all cities and counties and other interests in the development and implementation of growth management strategies.

2.1. Metro Policy Advisory Committee Composition. The initial Metro Policy Advisory Committee (MPAC) shall be chosen according to the Metro Charter and, thereafter, according to any changes approved by majorities of MPAC and the Metro Council. The composition of the Committee shall reflect the partnership that must exist among implementing jurisdictions in order to effectively address areas and activities of metropolitan concern. The voting membership shall include elected and appointed officials and citizens of Metro, cities, counties and states consistent with section 27 of the 1992 Metro Charter.

2.2. Advisory Committees. The Metro Council, or the Metro Policy Advisory Committee consistent with the MPAC by-laws, shall appoint technical advisory committees as the Council or the Metro Policy Advisory Committee determine a need for such bodies.

2.3. Joint Policy Advisory Committee on Transportation (JPACT). JPACT with the Metro Council shall continue to perform the functions of the designated Metropolitan Planning Organization as required by federal transportation planning regulations.. JPACT and the Metro Policy Advisory Committee shall develop a coordinated process, to be approved by the Metro Council, to assure that regional land use and transportation planning remains consistent with these goals and objectives and with each other.

### **Objective 3. Applicability of Regional Urban Growth Goals and Objectives**

These Regional Urban Growth Goals and Objectives have been developed pursuant to ORS 268.380(1). Therefore, they comprise neither a comprehensive plan under ORS 197.015(5) nor a functional plan under ORS 268.390(2). The regional framework plan

and all functional plans prepared by Metro shall be consistent with these goals and objectives. Metro's management of the Urban Growth Boundary shall be guided by standards and procedures which must be consistent with these goals and objectives. These goals and objectives shall not apply directly to site-specific land use actions, including amendments of the urban growth boundary.

**3.1** These Regional Urban Growth Goals and Objectives shall apply to adopted and acknowledged comprehensive land use plans as follows:

~~3-i.3.1.1~~ Components of the regional framework plan that are adopted as functional plans, or other functional plans, shall be consistent with these goals and objectives, ~~and they may recommend or require amendments to adopted and acknowledged comprehensive land use plans; or and~~

~~3-ii.3.1.2~~ The management and periodic review of Metro's acknowledged Urban Growth Boundary Plan, ~~itself shall be~~ consistent with these goals and objectives, ~~may require changes in adopted and acknowledged land use plans; or and~~

~~3-iii.3.1.3~~ The Metro Policy Advisory Committee may identify and propose issues of regional concern, related to or derived from these goals and objectives, for consideration by cities and counties at the time of periodic review of their adopted and acknowledged comprehensive plans.

**3.2** Periodic Updates of the Regional Urban Growth Goals and Objectives. The Metro Policy Advisory Committee shall consider the regular updates of these goals and objectives and recommend a periodic review process for adoption by the Metro Council.

~~3-1.~~ **Objective 4. Urban Growth Boundary Plan.** The Urban Growth Boundary Plan has two components:

~~3-1-1.~~ **4.1** The acknowledged urban growth boundary line; and

~~3-1-2.~~ **4.2** Acknowledged procedures and standards for amending the urban growth boundary line. Metro's Urban Growth Boundary Plan is not a regional comprehensive plan but a provision of the comprehensive plans of the local governments within its boundaries. The urban growth boundary line plan shall be in compliance with applicable statewide planning goals and consistent with these goals and objectives. Amendments to the urban growth

boundary line shall demonstrate consistency only with the acknowledged procedures and standards. Changes of Metro's acknowledged Urban Growth Boundary Plan may require changes in adopted and acknowledged comprehensive plans.

**3-2. Objective 5. Functional Plans.** Metro functional plans containing recommendations for comprehensive planning by cities and counties may or may not involve land use decisions. Functional plans are not required by the enabling statute to include findings of consistency with statewide land use planning goals. If provisions in a functional plan, or actions implementing a functional plan require changes in an adopted and acknowledged comprehensive land use plan, then that action may be a land use action required to be consistent with the statewide planning goals.

Functional plans are limited purpose plans, consistent with these goals and objectives, which address designated areas and activities of metropolitan concern. Functional plans are established in state law as the way Metro may recommend or require changes in local plans.

Those functional plans or plan provisions containing recommendations for comprehensive planning by cities and counties may not be final land use decisions. If a provision in a functional plan, or an action implementing a functional plan require changes in an adopted and acknowledged comprehensive plan, then adoption of provision or action will be a final land use decision. If a provision in a functional plan, or an action implementing a functional plan require changes in an adopted and acknowledged comprehensive plan, then that provision or action will be adopted by Metro as a final land use action required to be consistent with statewide planning goals. In addition, regional framework plan components will be adopted as functional plans if they contain recommendations or requirements for changes in comprehensive plans. These functional plans, which are adopted as part of the regional framework plan, will be submitted along with other parts of the regional framework plan to LCDC for acknowledgment of their compliance with the statewide planning goals. Because functional plans are the way Metro recommends or requires local plan changes, most regional framework plan components will probably be functional plans. Until regional framework plan components are adopted, existing or new functional plans will continue to recommend or require changes in comprehensive plans.

**3-3 Regional Framework Plan.** (Relocated to Objective 6) The regional framework plan adopted by Metro shall be consistent with these goals and objectives. Provisions of the regional framework plan that establish performance standards, and that may



~~require changes in local comprehensive plans shall be adopted as functional plans;  
and shall meet all requirements for functional plans contained in these goals and  
objectives.~~

~~3.4. Periodic Review of Comprehensive Land Use Plans. (Relocated to Objective 7) At  
the time of periodic review for comprehensive land use plans in the region the Metro  
Policy Advisory Committee:~~

~~3.4.1. Shall assist Metro with the identification of regional framework plan  
elements, functional plan provisions or changes in functional plans adopted  
since the last periodic review for inclusion in periodic review notices as changes  
in law; and~~

~~3.4.2. May provide comments during the periodic review of adopted and  
acknowledged comprehensive plans on issues of regional concern.~~

~~3.5. Periodic Review of the Regional Urban Growth Goals and Objectives. The Metro  
Policy Advisory Committee shall consider the periodic review notice for these goals and  
objectives and recommend a periodic review process for adoption by the Metro  
Council.~~

#### ~~Objective 4. Implementation Roles~~

~~Regional planning and the implementation of these Regional Urban Growth Goals and  
Objectives shall recognize the inter-relationships between cities, counties, special  
districts, Metro, regional agencies, and the State, and their unique capabilities and  
roles.~~

##### ~~4.1. Metro Role. Metro shall:~~

~~4.1.1. Identify and designate areas and activities of metropolitan concern;~~

~~4.1.2. Provide staff and technical resources to support the activities of the Metro  
Policy Advisory Committee;~~

~~4.1.3. Serve as a technical resource for cities, counties, and other jurisdictions  
and agencies;~~

~~4.1.4. Facilitate a broad-based regional discussion to identify appropriate~~

427 strategies for responding to those issues of metropolitan concern;

428  
429 ~~4.1.5. Adopt functional plans necessary and appropriate for the implementation~~  
430 ~~of these regional urban growth goals and objectives, and the regional framework~~  
431 ~~plan;~~

432  
433 ~~4.1.6. Coordinate the efforts of cities, counties, special districts, and the state to~~  
434 ~~implement adopted strategies; and~~

435  
436 ~~4.1.7. Adopt and periodically review and amend a Future Vision for the region,~~  
437 ~~consistent with Objective 6.~~

438  
439 ~~4.2. Role of Cities:~~

440  
441 ~~4.2.1. Adopt and amend comprehensive plans to conform to functional plans~~  
442 ~~adopted by Metro;~~

443  
444 ~~4.2.2. Identify potential areas and activities of metropolitan concern;~~

445  
446 ~~4.2.3. Cooperatively develop strategies for responding to designated areas and~~  
447 ~~activities of metropolitan concern;~~

448  
449 ~~4.2.4. Participate in the review and refinement of these goals and objectives.~~

450  
451 ~~4.3. Role of Counties:~~

452  
453 ~~4.3.1. Adopt and amend comprehensive plans to conform functional plans~~  
454 ~~adopted by Metro;~~

455  
456 ~~4.3.2. Identify potential areas and activities of metropolitan concern;~~

457  
458 ~~4.3.3. Cooperatively develop strategies for responding to designated areas and~~  
459 ~~activities of metropolitan concern;~~

460  
461 ~~4.3.4. Participate in the review and refinement of these goals and objectives.~~

462  
463 ~~4.4. Role of Special Service Districts. Assist Metro with the identification of areas and~~  
464 ~~activities of metropolitan concern and the development of strategies to address them;~~  
465 ~~and participate in the review and refinement of these goals and objectives.~~  
466

~~4.5. Role of the State of Oregon.~~

~~4.5.1. Advise Metro regarding the identification of areas and activities of metropolitan concern;~~

~~4.5.2. Cooperatively develop strategies for responding to designated areas and activities of metropolitan concern;~~

~~4.5.3. Modify state plans, regulations, activities and related funding to enhance implementation of the regional framework plan and functional plans adopted by Metro, and employ state agencies and programs and regulatory bodies to promote and implement these goals and objectives and the regional framework plan;~~

~~4.5.4. Participate in the review and refinement of these goals and objectives.~~

~~Objective 5. Functional Planning Process~~

~~Functional plans are limited purpose plans, consistent with these goals and objectives, which address designated areas and activities of metropolitan concern. These shall include all sections of the regional framework plan that establish performance standards for local plans.~~

5.1. Existing Functional Plans. Metro shall continue to develop, amend, and implement, with the assistance of cities, counties, special districts, and the state, statutorily required functional plans for air, water, and transportation, as directed by ORS 268.390(1), and for solid waste as mandated by ORS ch 459.

5.2. New Functional Plans. New functional plans shall be proposed from one of two sources:

5.2.1. The Metro Policy Advisory Committee may recommend that the Metro Council designate an area or activity of metropolitan concern for which a functional plan should be prepared; or

5.2.2. The Metro Council may propose the preparation of a functional plan to designate an area or activity of metropolitan concern, and refer that proposal to the Metro Policy Advisory Committee.

The matters required by the Charter to be addressed in the regional framework plan shall constitute sufficient factual reasons for the development of a functional plan under ORS 268.390.

Upon the Metro Council adopting factual reasons for the development of a new functional plan, the Metro Policy Advisory Committee shall participate in the preparation of the plan, consistent with these goals and objectives and the reasons cited by the Metro Council. After preparation of the plan and seeking broad public and local government consensus, using existing citizen involvement processes established by cities, counties, and Metro, the Metro Policy Advisory Committee shall review the plan and make a recommendation to the Metro Council. The Metro Council may act to resolve conflicts or problems impeding the development of a new functional plan and may complete the plan the Metro Policy Advisory Committee is unable to complete its review in a timely manner.

The Metro Council shall hold a public hearing on the proposed plan and afterwards shall:

5.2.A. Adopt the proposed functional plan; or

5.2.B. Refer the proposed functional plan to the Metro Policy Advisory Committee in order to consider amendments to the proposed plan prior to adoption; or

5.2.C. Amend and adopt the proposed functional plan; or

5.2.D. Reject the proposed functional plan.

The proposed functional plan shall be adopted by ordinance, and shall include findings of consistency with these goals and objectives.

5.3. Functional Plan Implementation and Conflict Resolution. Adopted functional plans shall be regionally coordinated policies, facilities, and/or approaches to addressing a designated area or activity of metropolitan concern, to be considered by cities and counties for incorporation in their comprehensive land use plans. If a city or county determines that a functional plan requirement should not or cannot be incorporated into its comprehensive plan, then Metro shall review any apparent inconsistencies by the following process:

547 5.3.1. Metro and affected local governments shall notify each other of apparent  
548 or potential comprehensive plan inconsistencies.

549  
550 5.3.2. After Metro staff review, the Metro Policy Advisory Committee shall  
551 consult the affected jurisdictions and attempt to resolve any apparent or potential  
552 inconsistencies.

553  
554 5.3.3. The Metro Policy Advisory Committee shall conduct a public hearing and  
555 make a report to the Metro Council regarding instances and reasons why a city  
556 or county has not adopted changes consistent with requirements in a regional  
557 functional plan.

558  
559 5.3.4. The Metro Council shall review the Metro Policy Advisory Committee  
560 report and hold a public hearing on any unresolved issues. The Council may  
561 decide to:

562 5.3.4.a. Amend the adopted regional functional plan; or

563 5.3.4.b. Initiate proceedings to require a comprehensive plan change; or

564 5.3.4.c. Find there is no inconsistency between the comprehensive  
565 plan(s) and the functional plan.

566  
567 **Objective 6. Regional Framework Plan.** The regional framework plan required by the  
570 1992 Metro Charter shall be consistent with these goals and objectives. Provisions of  
571 the regional framework plan that establish performance standards, and that recommend  
572 or require changes in local comprehensive plans shall be adopted as functional plans,  
573 and shall meet all requirements for functional plans contained in these goals and  
574 objectives. The Charter requires that all mandatory subjects be addressed in the  
575 regional framework plan. It does not require that all subjects be addressed to  
576 recommend or require changes in current comprehensive plans. Therefore, most, but  
577 not all regional framework plan components are likely to be functional plans because  
578 some changes in comprehensive plans may be needed. All regional framework plan  
579 components will be submitted to LCDC for acknowledgment of their compliance with the  
580 statewide planning goals. Until regional framework plan components are adopted,  
581 existing or new regional functional plans will continue to recommend or require  
582 changes in comprehensive plans.  
583  
584

585 **Objective 7<sup>1</sup>. Periodic Review of Comprehensive Land Use Plans.** At the time of  
586 periodic review for comprehensive land use plans in the region the Metro Policy  
587 Advisory Committee.

588  
589 7.1. Shall assist Metro with the identification of regional framework plan  
590 elements, functional plan provisions or changes in functional plans adopted  
591 since the last periodic review for inclusion in periodic review notices as changes  
592 in law, and

593  
594 7.2. May provide comments during the periodic review of adopted and  
595 acknowledged comprehensive plans on issues of regional concern.

596  
597 **Objective 8. Implementation Roles<sup>2</sup>**

598  
599 Regional planning and the implementation of these Regional Urban Growth Goals and  
600 Objectives shall recognize the inter-relationships between cities, counties, special  
601 districts, Metro, regional agencies, and the State, and their unique capabilities and  
602 roles.

603  
604 **8.1. Metro Role. Metro shall:**

605  
606 8.1.1. Identify and designate areas and activities of metropolitan concern;

607  
608 8.1.2. Provide staff and technical resources to support the activities of the Metro  
609 Policy Advisory Committee;

610  
611 8.1.3. Serve as a technical resource for cities, counties, school districts and  
612 other jurisdictions and agencies;

613  
614 8.1.4. Facilitate a broad-based regional discussion to identify appropriate  
615 strategies for responding to those issues of metropolitan concern;

616  
617 8.1.5. Adopt functional plans necessary and appropriate for the implementation  
618 of these regional urban growth goals and objectives, and the regional framework  
619 plan;

---

<sup>1</sup> Whole section relocated. No change except for section numbering.

<sup>2</sup> Whole section relocated, same except for addition of 8.17

620 8.1.6. Coordinate the efforts of cities, counties, special districts, and the state to  
621 implement adopted strategies; and  
622

623 8.1.7. Adopt and periodically review and amend a Future Vision for the region,  
624 consistent with Objective .9  
625

626 8.2. Role of Cities.  
627

628 8.2.1. Adopt and amend comprehensive plans to conform to functional plans  
629 adopted by Metro;  
630

631 8.2.2. Identify potential areas and activities of metropolitan concern through a  
632 broad-based local discussion;  
633

634 8.2.3. Cooperatively develop strategies for responding to designated areas and  
635 activities of metropolitan concern;  
636

637 8.2.4. Participate in the review and refinement of these goals and objectives.  
638

9 8.3. Role of Counties.  
10

641 8.3.1. Adopt and amend comprehensive plans to conform to functional plans  
642 adopted by Metro;  
643

644 8.3.2. Identify potential areas and activities of metropolitan concern through a  
645 broad-based local discussion;  
646

647 8.3.3. Cooperatively develop strategies for responding to designated areas and  
648 activities of metropolitan concern;  
649

650 8.3.4. Participate in the review and refinement of these goals and objectives.  
651

652 8.4. Role of Special Service Districts. Assist Metro, through a broad-based local  
653 discussion, with the identification of areas and activities of metropolitan concern and  
654 the development of strategies to address them, and participate in the review and  
655 refinement of these goals and objectives.  
656

657 8.5 Role of School Districts  
658

659 8.5.1 Advise Metro regarding the identification of areas and activities of school district

660 concern;

661  
662 8.5.2 Cooperatively develop strategies for responding to designated areas and  
663 activities of school district concern;

664  
665 8.5.3 Participate in the review and refinement of these goals and objectives.

666  
667 8.6. Role of the State of Oregon.

668  
669 8.6.1. Advise Metro regarding the identification of areas and activities of  
670 metropolitan concern;

671  
672 8.6.2. Cooperatively develop strategies for responding to designated areas



and activities of metropolitan concern;

8.6.3. Review state plans, regulations, activities and related funding to consider changes in order to enhance implementation of the regional framework plan and functional plans adopted by Metro, and employ state agencies and programs and regulatory bodies to promote and implement these goals and objectives and the regional framework plan;

8.6.4 Participate in the review and refinement of these goals and objectives

#### Objective 6.9 Future Vision and the Future Vision Commission

By Charter, approved by the voters in 1992, Metro must adopt a Future Vision for the metropolitan area. The Future Vision is:

"a conceptual statement that indicates population levels and settlement patterns that the region can accommodate within the carrying capacity of the land, water, and air resources of the region, and its educational and economic resources, and that achieves a desired quality of life. The Future Vision is a long-term, visionary outlook for at least a 50-year period...The matters addressed by the Future Vision include but are not limited to: (1) use, restoration, and preservation of regional land and natural resources for the benefit of present and future generations, (2) how and where to accommodate the population growth for the region while maintaining a desired quality of life for its residents, and (3) how to develop new communities and additions to the existing urban areas in well-planned ways...The Future Vision is not a regulatory document. It is the intent of this charter that the Future Vision have no effect that would allow court or agency review of it."

The Future Vision will be prepared by a broadly representative commission, appointed by the Metro council, and will be reviewed and amended as needed, and comprehensively reviewed and, if need be, revised every 15 years. Metro is required by the Charter to will describe the relationship of components of the Regional Framework Plan, and the Regional Framework Plan as a whole, to the Future Vision.

**Objective 10. ~~Amendments to the Regional Urban Growth Goals and Objectives~~  
Performance Measures**

Metro, in consultation with MPAC and the public, will develop performance measures designed for considering RUGGO objectives. The term "performance measure" refers to the best practice which, if engaged in, holds the greatest promise for achieving these regional goals and objectives. Unlike a simple indicator, performance measures are intended to be quantifiable.

Performance measures for Goal I, Regional Planning Process, will use state benchmarks to the extent possible or be developed by Metro in consultation with MPAC and the Metro Committee for Citizen Involvement. Performance measures for Goal II, Urban Form, will be derived from state benchmarks or the detailed technical analysis that underlies Metro's Regional Framework Plan, functional plans, and Growth Concept Map.

(As performance measures are adopted, (either by resolution or ordinance, they will be included in an appendix.)

**Objective 8 11. Periodic Review Monitoring and Updating**

The Regional Urban Growth Goals and Objectives, regional framework plan, and all Metro functional plans shall be reviewed ~~at regular intervals every seven years~~, or at other times ~~in between~~ as determined by the Metro Council after consultation with or upon the ~~suggestion~~ advice of the Metro Policy Advisory Committee. Any review and amendment process shall involve a broad cross-section of citizen and jurisdictional interests, and shall involve the Metro Policy Advisory Committee consistent with Goal 1: Regional Planning Process. Proposals for amendments shall receive broad public and local government review prior to final Metro Council action.

~~811.1.~~ Impact of Amendments. At the time of adoption of amendments to these goals and objectives, the Metro Council shall determine whether amendments to adopted regional framework plan, functional plans or the acknowledged regional urban growth boundary are necessary. If amendments to the above are necessary, the Metro Council shall act on amendments to applicable functional plans. The Council shall request recommendations from the Metro Policy Advisory Committee before taking action. All amendment proposals will include the date and method through which they may become effective, should they be adopted. Amendments to the acknowledged

751 regional urban growth boundary will be considered under acknowledged urban growth  
752 boundary amendment procedures incorporated in the Metro Code.

753  
754 If changes to the regional framework plan or functional plans are adopted, affected  
755 cities and counties shall be informed in writing of those changes which are advisory in  
756 nature, those which recommend changes in comprehensive land use plans, and those  
757 which require changes in comprehensive plans. This notice shall specify the effective  
758 date of particular amendment provisions.

GOAL II: URBAN FORM

~~The livability of the communities of the region should be maintained and enhanced through initiatives which preserve access to nature and result in a metropolitan area recognized for its:~~

- ~~— II.i. preservation of environmental quality;~~
- ~~— II.ii. coordination of the development of jobs, housing, and public services and facilities;~~
- ~~— II.iii. redevelopment and reuse of land already committed to urban use; and~~
- ~~— II.iv. inter-relationship of the benefits and consequences of growth in one community with the benefits and consequences of growth in others.~~

The quality of life and the urban form of our region are closely linked. The Growth Concept is based on the belief that we can continue to grow and enhance the region's livability by making the right choices for how we grow. The region's growth will be balanced by:

- II.i. Maintaining a compact urban form, with easy access to nature;
- II. ii. Preserving existing stable and distinct neighborhoods by focusing commercial and residential growth in mixed use centers and corridors at a pedestrian scale;
- II. iii. Assuring affordability and maintaining a variety of housing choices with good access to jobs and assuring that market-based preferences are not eliminated by regulation;
- II.iv. Targeting public investments to reinforce a compact urban form.

II.1: NATURAL ENVIRONMENT

Preservation, use, and modification of the natural environment of the region should maintain and enhance environmental quality while striving for the wise use stewardship and preservation of a broad range of natural resources.

**Objective 912. Watershed Management and Regional Water Resources Quality**

Planning and management of water resources should be coordinated in order to improve the quality and ensure sufficient quantity of surface water and groundwater available to the region.

9 12.1 Formulate Strategy. Metro will develop a long-term regional strategy for total comprehensive water resources management, created in partnership with the jurisdictions and agencies charged with planning and managing water resources and aquatic habitats, shall be developed. The regional strategy shall meet state and federal water quality standards and complement, but not duplicate, local integrated watershed plans. It shall: to comply with state and federal requirements for drinking water, to sustain beneficial water uses, and to accommodate growth.

9 12.1.1 manage watersheds to protect, restore and manage ensure to the maximum extent practicable the integrity of streams, wetlands, and floodplains and their multiple biological, physical, and social values;

12.1.2 comply with state and federal water quality requirements for drinking water;

12.1.3 sustain designated beneficial water uses; and

12.1.4 accommodate growth promote multi-objective management of the region's watersheds to the maximum extent practicable; and

12.1.5 encourage the use of techniques relying on natural processes to address flood control, storm water management, abnormally high winter and low summer stream flows and nonpoint pollution reduction.

*Planning Activities:*

Planning programs for water resources management shall be evaluated to determine the ability of current efforts to accomplish the following, and recommendations for changes in these programs will be made if they are found to be inadequate:

- Identify the future resource needs and carrying capacities of the region for designated beneficial uses of water resources which recognizes the multiple values of rural and urban watersheds. municipal and industrial water supply, irrigation, fisheries, recreation, wildlife, environmental

standards and aesthetic amenities.

- Monitor regional water quality and quantity trends vis-a-vis beneficial use standards adopted by federal, state, regional, and local governments for specific water resources important to the region, and use the results to initiate change in water management planning activities to accomplish the watershed management and regional water resources quality objectives.
- Integrate urban and rural watershed management in coordination with local water quality agencies.
- Evaluate the cost-effectiveness of alternative water resource management practices, including conservation, scenarios, and the use of conservation for both cost containment and resource management, and
- Preserve, restore, create and enhance water bodies especially urban creeks and rivers to maintain their beneficial uses.
- Utilize public and/or private partnerships to promote multi-objective management, education, and stewardship of the region's watersheds.

#### Objective 13: Urban Water Supply

The regional planning process shall be used to coordinate the development of a regional strategy and plan to meet future needs for water supply to accommodate growth.

13.1 A regional strategy and plan for the Regional Framework element linking demand management, water supply sources and storage shall be developed to address future growth in cooperation with the region's water providers.

13.2 The regional strategy and plan element shall be based upon the adopted Regional Water Supply Plan which will contain integrated regional strategies for demand management, new water sources, and storage/transmission linkages. Metro shall evaluate their future role in encouraging conservation on a regional basis to promote the efficient use of water resources and develop any necessary regional plans/programs to address Metro's future role in coordination with the region's water providers.

879 Planning Activities:

- 880
- 881 • Actively participate as a member of the Regional Water Supply Planning Study
- 882 (RWSPS) and provide regional growth projections and other relevant data to
- 883 ensure coordination between Region 2040 planning program and the RWSPS.
- 884 The RWSPS will :
- 885
- 886 • identify the future resource needs of the region for municipal and
  - 887 industrial water supply.
  - 888
  - 889 • identify the transmission and storage needs and capabilities for water
  - 890 supply to accommodate future growth.
  - 891
  - 892 • identify water conservation technologies, practices and incentives for
  - 893 demand management as part of the regional water supply planning
  - 894 activities.
  - 895
- 896 • Adopt Regional Framework Plan elements for water supply and storage based on the
- 897 results of the RWSPS which provide for the development of new sources, efficient
- 898 transfer and storage of water, including water conservation strategies, which allows for
- 899 the efficient and economical use of water to meet future growth.
- 900

901

902

903 Objective 914. Air Quality

904

905 Air quality shall be protected and enhanced so that as growth occurs, human health

906 and the visibility of the Cascades and the Coast Range from within the region should

907 be maintained.

908

909 14.1. Strategies for planning and managing air quality in the regional airshed shall be

910 included in the State Implementation Plan for the Portland-Vancouver air quality

911 maintenance area as required by the Federal Clean Air Act.

912

913 14.2. New regional strategies shall be developed to comply with Federal Clean Air Act

914 requirements and provide capacity for future growth.

915

916 14.3. The region, working with the state, shall pursue close collaboration of the Oregon

917 and Clark County Air Quality Management Areas.

918

14.4. All functional plans, when taken in the aggregate, shall be consistent with the State Implementation Plan (SIP) for air quality.

*Planning Activities:*

An air quality management plan ~~should~~ **shall** be developed for the regional airshed which:

- Outlines existing and forecast air quality problems; identifies prudent and equitable market based and regulatory strategies for addressing present and probable air quality problems throughout the region; evaluates standards for visibility; and implements an air quality monitoring program to assess compliance with local, state, and federal air quality requirements.

Objective 40 **15. Natural Areas, Parks, Fish and Wildlife Habitat**

Sufficient open space in the urban region shall be acquired, or otherwise protected, and managed to provide reasonable and convenient access to sites for passive and active recreation. An open space system capable of sustaining or enhancing native wildlife and plant populations should be established.

15.1. Quantifiable targets for setting aside certain amounts and types of open space shall be identified.

15.2. Corridor Systems - The regional planning process shall be used to coordinate the development of interconnected recreational and wildlife corridors within the metropolitan region.

15.2.1. A region-wide system of trails should be developed to link public and private open space resources within and between jurisdictions.

15.2.2. A region-wide system of linked significant wildlife habitats should be developed. ~~This system should be preserved, restored where appropriate, and managed to maintain the region's biodiversity (number of species and plants and animals)~~

15.2.3. A Willamette River Greenway Plan for the region should be



implemented by the turn of the century.

*Planning Activities:*

1. Inventory existing open space and open space opportunities to determine areas within the region where open space deficiencies exist now, or will in the future, given adopted land use plans and growth trends. Identify areas within the region where open space deficiencies exist now, or will in the future, given adopted land use plans and growth trends, and act to meet those future needs. Target acreage should be developed for neighborhood, community, and regional parks, as well as for other types of open space in order to meet local needs while sharing responsibility for meeting metropolitan open space demands.
2. Assess current and future active recreational land needs. Target acreage should be developed for neighborhood, community, and regional parks, as well as for other types of open space in order to meet local needs while sharing responsibility for meeting metropolitan open space demands. Develop multi-jurisdictional tools for planning and financing the protection and maintenance of open space resources. Particular attention will be paid to using the land use planning and permitting process and to the possible development of a land-banking program.
3. Conduct a detailed biological field inventory of the region to establish an accurate baseline of native wildlife and plant populations. Target population goals for native species will be established through a public process which will include an analysis of amounts of habitat necessary to sustain native populations at target levels.
4. The natural areas, parks, and open space identified on the Growth Concept Map should be acquired where possible, from willing sellers and be removed from any regional inventories of buildable land.
5. Populations of native plants and animals will be inventoried, utilizing tools such as Metro's GIS and Parks and Greenspaces program, Oregon Natural Heritage Database, Oregon's GAP Analysis Program and other relevant programs, to develop strategies to maintain the region's biodiversity (or biological diversity)
6. Utilizing strategies which are included in Oregon Department of Fish and Wildlife's Wildlife Diversity Program and working with state and federal fish and wildlife personnel, develop a strategy to maintain the region's biodiversity

Objective 44 16. Protection of Agriculture and Forest Resource Lands

Agricultural and forest resource land outside the urban growth boundary shall be protected from urbanization, and accounted for in regional economic and development plans.

16.1. Rural Resource Lands. Rural resource lands outside the urban growth boundary which have significant resource value should actively be protected from urbanization.

16.2. Urban Expansion. Expansion of the urban growth boundary shall occur in urban reserves, established consistent with the Urban Rural Transition Objective.

16.3. Farm and Forest Practices. Protect and support the ability for farm and forest practices to continue through the designation and management of rural reserves, established consistent with the Growth Concept.

*Planning Activities:*

A regional economic opportunities analysis shall include consideration of the agricultural and forest products economy associated with lands adjacent to or near the urban area.

1024 II.2. BUILT ENVIRONMENT  
1025  
1026  
1027

1028 Development in the region should occur in a coordinated and balanced fashion as  
1029 evidenced by:  
1030

1031 II.2.i. a regional "fair-share" approach to meeting the housing needs of the urban  
1032 population;  
1033

1034 II.2.ii. the provision of infrastructure and critical public services concurrent with the  
1035 pace of urban growth and which supports the 2040 Growth Concept and furthers a  
1036 sense of community;  
1037

1038 II.2.iii. the integration of land use planning and economic development programs the  
1039 continued growth of regional economic opportunity, balanced so as to provide an  
1040 equitable distribution of jobs, income, investment, and tax capacity throughout the  
1041 region and to support other regional goals and objectives;  
1042

1043 II.2.iv. the coordination of public investment with local comprehensive and regional  
1044 functional plans; and  
1045

1046 ~~II.2.v. the continued evolution of regional economic opportunity; and~~  
1047

1048 II.2.v. the creation of a balanced transportation system, less dependent on the  
1049 private automobile, supported by both the use of emerging technology and the  
1050 collocation of jobs, housing, commercial activity, parks and open space.  
1051

1052  
1053 Objective 42 17. Housing  
1054

1055 Metro shall adopt a "fair share" strategy for meeting the housing needs of the urban  
1056 population in cities and counties based on a subregional analysis shall be adopted  
1057 which provides for:  
1058

1059 ~~44.1 Diversity. There shall be a diverse range of housing types available within~~  
1060 ~~cities and counties jurisdictions and subregions inside the urban growth boundary~~  
1061 ~~(UGB);~~  
1062

1063 ~~44.2 Affordability~~ specific goals for low and moderate income and market rate

housing ~~shall be adopted for each jurisdiction~~ to ensure that sufficient and affordable housing is available to households of all income levels that live or have a member working in the ~~each~~ jurisdiction;

~~4.3 Coordination~~ housing densities and costs ~~shall be~~ supportive of adopted public policy for the development of the regional transportation system and designated centers and corridors;

~~a balance of jobs and housing within the region and subregions.~~

*Planning Activities:*

The Metropolitan Housing Rule (OAR 660, Division 7) has effectively resulted in the preparation of local comprehensive plans in the urban region that:

- provide for the sharing of regional housing supply responsibilities by ensuring the presence of single and multiple family zoning in every jurisdiction; and
- plan for local residential housing densities that support net residential housing density assumptions underlying the regional urban growth boundary.

~~However, it is now time to develop a new regional housing policy that directly addresses the requirements of Statewide Planning Goal 10, in particular. Since Metro's Regional Framework Plan has to address the requirements of statewide planning Goal 10, we should develop~~

1. Strategies should be developed to preserve the region's supply of special needs and existing low and moderate income housing.

2. Diverse Housing Needs. the diverse housing needs of the present and projected population of the region shall be correlated with the available and prospective housing supply. Upon identification of unmet housing needs, a region wide strategy shall be developed which takes into account subregional opportunities and constraints, and the relationship of market dynamics to the management of the overall supply of housing. In addition, that strategy shall address the "fair-share" distribution of housing responsibilities among the jurisdictions of the region, including the provision of supporting social services.

3. Housing Affordability. Multnomah, Clackamas, ~~Clark~~ and Washington Counties have completed Comprehensive Housing Affordability Strategies (CHAS) which have demonstrated the lack of affordable housing for certain income groups in locations

throughout the metropolitan area. They also demonstrate the regional nature of the housing market. Therefore, the regional framework plan shall include an element on housing affordability which includes development density, housing mix, and a menu of alternative actions (zoning tools, programs, financial incentives, etc.) for use by local jurisdictions to address affordable housing needs. ~~Each jurisdiction should participate in providing affordable housing including but not limiting to housing that is affordable to people who work in that jurisdiction.~~ Affordable housing goals shall be developed with each jurisdiction to facilitate their participation in meeting regional and subregional needs for affordable housing.

~~4. The uses of public policy and investment to encourage the development of housing in locations near employment that is affordable to employees in those enterprises shall be evaluated and where feasible, implemented. The transportation system's ability to provide accessibility shall also be evaluated.~~ The region is committed to seeking a balance of jobs and housing balance in communities and centers throughout the region. The uses of Public policy and investment shall to encourage the development of housing in locations near trade, services, and employment that is affordable to wage earners in that each subregion and jurisdiction. The transportation system's ability to provide accessibility shall also be evaluated, and, if necessary, modifications will be made in transportation policy and the transportation system itself to improve accessibility for residents to jobs and services in proximity to affordable housing.

#### Objective 43: 18. Public Services and Facilities

Public services and facilities including but not limited to public safety, schools, water and sewerage systems, energy transmission and distribution systems, parks, libraries, historic or cultural facilities, the solid waste management system, storm water management facilities, community centers and transportation should be planned and developed to:

18.i. minimize cost;

18.ii. maximize service efficiencies and coordination;

18.iii. result in net improvements in maintained or enhanced environmental quality and the conservation of natural resources;

18.iv. keep pace with growth while preventing any loss of existing service levels and achieving planned service levels;

1144 18.v. use energy efficiently; and

1145  
1146 17.vi. shape and direct growth to meet local and regional objectives.

1147  
1148 18.1. Planning Area. The long-term geographical planning area for the provision of  
1149 urban services shall be the area described by the adopted and acknowledged urban  
1150 growth boundary and the designated urban reserves.

1151  
1152 18.2. Forecast Need. Public service and facility development shall be planned to  
1153 accommodate the rate of urban growth forecast in the adopted regional growth  
1154 forecast, including anticipated expansions into urban reserve areas.

1155  
1156 18.3. Timing. The region should seek the provision of public facilities and services at  
1157 the time of new urban growth.

1158  
1159 *Planning Activities:*

1160  
1161 Inventory current and projected public facilities and services needs throughout the  
1162 region, as described in adopted and acknowledged public facilities plans. Identify  
53 opportunities for and barriers to achieving concurrency in the region. Develop financial  
1164 tools and techniques to enable cities, counties, school districts, special districts, Metro  
1165 and the State to secure the funds necessary to achieve concurrency. Develop tools  
1166 and strategies for better linking planning for school, library, recreational and cultural  
1167 and park facilities to the land use planning process.

1168  
1169  
1170 Objective ~~44~~ 19. Transportation

1171  
1172 A regional transportation system shall be developed which:

1173  
1174 19.i. reduces reliance on a single mode of transportation through development of a  
1175 balanced transportation system which employs highways, transit, bicycle and  
1176 pedestrian improvements, and system and demand management.

1177  
1178 19.ii. recognizes the importance of freight movement within and through the region  
1179 and the road, rail, air, waterway and pipeline facilities needed to facilitate this  
1180 movement.

1181  
1182 19.iii. provides adequate levels of mobility consistent with local comprehensive  
1183 plans and state and regional policies and plans;

1184 19.iv. encourages energy efficiency;

1185  
1186 19.v. Supports a balance of jobs and housing as well as the community identity of  
1187 neighboring cities;

1188  
1189 19.vi. recognizes financial constraints and provides public investment guidance for  
1190 achieving the desired urban form; and

1191  
1192 19.vii. minimizes the environmental impacts of system development, operations,  
1193 and maintenance.

1194  
1195 19.viii. rewards and reinforces pedestrian activity as the a mode of choice.

1196  
1197 19.1. System Priorities. In developing new regional transportation system  
1198 infrastructure, the highest priority should be meeting the mobility needs of mixed-use  
1199 urban the city center and regional centers, when designated. Such needs, associated  
1200 with ensuring access to jobs, housing, cultural and recreational opportunities and  
1201 shopping within and among those centers, should be assessed and met through a  
1202 combination of intensifying land uses and increasing transportation system capacity so  
1203 as to minimize negative impacts on environmental quality and where and how people  
1204 live, work and play, urban form, and urban design.

1205  
1206 19.2. Environmental Considerations. Planning for the regional transportation system  
1207 should seek to:

1208  
1209 19.2.1. reduce the region's transportation-related energy consumption through  
1210 increased use of transit, telecommuting, car pools, vanpools, bicycles and walking;

1211  
1212 19.2.2. maintain the region's air and water quality (see Objective 12 Watershed  
1213 Management and Regional Water Quality and Objective 14: Air Quality); and

1214  
1215 19.2.3. reduce negative impacts on parks, public open space, wetlands, and  
1216 negative effects on communities and neighborhoods arising from noise, visual  
1217 impacts, and physical segmentation.

1218  
1219 19.3. Transportation Balance. Although the predominant form of transportation is the  
1220 private automobile, planning for and development of the regional transportation system  
1221 should seek to:

1222  
1223 19.3.1. reduce automobile dependency, especially the use of single-occupancy

vehicles;

19.3.2. increase the use of transit through both expanding transit service and addressing a broad range of requirements for making transit competitive with the private automobile; and

19.3.3. encourage bicycle and pedestrian movement through the location and design of land uses.

19.3.4 encourage telecommuting as a means of reducing trips to and from work.

*Planning Activities:*

1. Metro shall develop a new Regional Transportation Plan as an element of its Regional Framework Plan that, at a minimum:

a) ~~Builds on existing mechanisms for coordinating transportation planning in the region by:~~

- identifies the role for local transportation system improvements and relationship between local, regional, and state transportation system improvements in regional transportation plans;
- clarifies institutional roles, especially for plan implementation, in local, regional, and state transportation plans; and
- includes plans and policies for the inter-regional movement of people and goods by rail, ship, barge, and air in regional transportation plans.
- Identifies and addresses needs for freight movement through a coordinated program of transportation system improvements and actions to effect the location of trip generating activities
- Identifies and incorporates demand management strategies to ensure that the region meets the objectives of the Transportation Planning Rule for transportation system function and VMT reduction.
- Includes strategies for improving connectivity and the environment



for pedestrian movements, particularly within centers, station communities, and neighborhoods.

2. Structural barriers to mobility for transportation disadvantaged populations should be assessed in the current and planned regional transportation system and addressed through a comprehensive program of transportation and other actions.

a) Supports the implementation of the pattern of uses in relation to the transportation system shown on the Growth Concept Map, and achieves the performance measures as may be included in the appendix and established through the regional planning process.

b) Identifies and addresses structural barriers to mobility for transportation disadvantaged populations.

~~3. The needs for movement of goods via freight, rail, and barge should be assessed and addressed through a coordinated program of transportation system improvements and actions to affect the location of trip generating activities.~~

~~4. Transportation-related guidelines and standards for designating mixed use urban centers shall be developed.~~

#### Objective 45 20. Economic Opportunity

Public policy should encourage the development of a diverse and sufficient supply of jobs, especially family wage jobs, in appropriate locations throughout the region.

Expansions of the urban growth boundary for industrial or commercial purposes shall occur in locations consistent with these regional urban growth goals and objectives and assess the type, mix and wages of existing and anticipated jobs within subregions. The number and wage level of jobs within each subregion should be balanced with housing cost and availability within that subregion. Strategies should be developed to coordinate the planning and implementation activities of this element with Objective 17: Housing, and Objective 22: Developed Urban Land.

In coordination with affected agencies, encourage the redevelopment and reuse of lands used in the past or already used for commercial or industrial purposes wherever economically viable and environmentally sound

*Planning Activities:*

1. Regional and subregional economic opportunities analyses, as described in OAR 660 Division 9, should be conducted to:
  - assess the adequacy and, if necessary, propose modifications to the supply of vacant and redevelopable land inventories designated for a broad range of employment activities;
  - identify regional and subregional target industries. Economic subregions will be developed which reflect a functional relationship between locational characteristics and the locational requirements of target industries. Enterprises identified for recruitment, retention, and expansion should be basic industries that broaden and diversify the region's economic base while providing jobs that pay at family wage levels or better; and
  - link job development efforts with an active and comprehensive program of training and education to improve the overall quality of the region's labor force. In particular, new strategies to provide labor training and education should focus on the needs of economically disadvantaged, minority, and elderly populations.
2. An assessment shall be made of the potential for redevelopment and/or intensification of use of existing commercial and industrial land resources in the region.
3. Metro shall establish an on-going program to compile and analyze data and to prepare maps and reports which describe the geographic distribution of jobs, income, investment, and tax capacity throughout the region.

1334 II.3: GROWTH MANAGEMENT  
1335

1336 The management of the urban land supply shall occur in a manner which encourages:  
1337

1338 II.3.i. encourages the evolution of an efficient urban growth form which reduces  
1339 sprawl;

1340 II.3.ii. provides a clear distinction between urban and rural lands;  
1341

1342 II.3.iii. supports interconnected but distinct communities in the urban region;  
1343

1344 II.3.iv. recognition of recognizes the inter-relationship between development of  
1345 vacant land and redevelopment objectives in all parts of the urban region; and  
1346

1347 II.3.iv. is consistent with the 2040 Growth Concept Map, and helps attain the  
1348 region's objectives.  
1349

1350  
1351 Objective 46.21 Urban/Rural Transition  
1352

1353 There should be a clear transition between urban and rural land that makes best use of  
1354 natural and built landscape features and which recognizes the likely long-term  
1355 prospects for regional urban growth.  
1356

1357 21.1. Boundary Features. The Metro urban growth boundary should be located using  
1358 natural and built features, including roads, drainage divides, floodplains, power lines,  
1359 major topographic features, and historic patterns of land use or settlement.  
1360

1361 21.2. Sense of Place. Historic, cultural, topographic, and biological features of the  
1362 regional landscape which contribute significantly to this region's identity and "sense of  
1363 place", shall be identified. Management of the total urban land supply should occur in  
1364 a manner that supports the preservation of those features, when designated, as growth  
1365 occurs.  
1366

1367 21.3. Urban Reserves. Thirty-year "Urban reserves areas", adopted designated  
1368 pursuant to LCDC's Urban Reserve Rule for purposes of coordinating planning and  
1369 estimating areas for future urban expansion, should shall be identified consistent with  
1370 these goals and objectives, and reviewed by Metro at least every 15 years.  
1371

1372 21.3.1. Inclusion of land within an urban reserve area shall generally be based upon  
1373

the locational factors of Goal 14. Lands adjacent to the urban growth boundary shall be studied for suitability for inclusion within urban reserves as measured by factors 3 through 7 of Goal 14 and by the requirements of OAR 660-04-010.

21.3.2 Lands of lower priority in the LCDC rule priorities may be included in urban reserves if specific types of land needs cannot be reasonably accommodated on higher priority lands, after options inside the urban growth boundary have been considered, such as land needed to bring jobs and housing into close proximity to each other.

21.3.3 Lands of lower priority in the LCDC Rule priorities may be included in urban reserves if needed for physical separation of communities inside or outside the urban growth boundary to preserve separate community identities.

~~16.3.1. Establishment of or additions to urban reserves will be designated on the Growth Concept Map and will take into account:~~

~~— 16.3.1.a. The efficiency with which the proposed reserve can be provided with urban services in the future;~~

~~— 16.3.1.b. The unique land needs of specific urban activities assessed from a regional perspective;~~

~~— 16.3.1.c. The provision of green spaces between communities;~~

~~— 16.3.1.d. The efficiency with which the proposed reserve can be urbanized;~~

~~— 16.3.1.e. The proximity of jobs and housing to each other;~~

~~— 16.3.1.f. The balance of growth opportunities throughout the region so that the costs and benefits can be shared;~~

~~— 16.3.1.g. The impact on the regional transportation system; and~~

~~— 16.3.1.h. The protection of farm and forest resource lands from urbanization.~~  
~~Inclusion of land in an urban reserve shall be preceded by consideration of all of the above factors.~~

~~— 16.3.2 In addressing 20.3.1(h), the following hierarchy should be used for identifying priority sites for urban reserves:~~

~~—~~

~~16.3.2.a. First, propose such reserves on rural lands excepted from Statewide Planning goals 3 and 4 in adopted and acknowledged county comprehensive plans. This recognizes that small amounts of rural resource land adjacent to or surrounded by those "exception lands" may be necessary for inclusion in the proposal to improve the efficiency of the future urban growth boundary amendment.~~

~~16.3.2.b. Second, consider agricultural or forest lands completely surrounded by rural lands excepted from Statewide Planning goals 3 and 4 in adopted and acknowledged county comprehensive plans and/or land within an urban growth boundary.~~

~~16.3.2.c. Third, consider secondary forest resource lands, or equivalent, as defined by the state.~~

~~16.3.2.d. Fourth, consider secondary agricultural resource lands, or equivalent, as defined by the state.~~

~~16.3.2.e. Fifth, consider primary forest resource lands, or equivalent, as defined by the state.~~

~~16.3.2.f. Finally, when all other options are exhausted, consider primary agricultural lands, or equivalent, as defined by the state.~~

21.3.4. Expansion of the urban growth boundary shall occur consistent with the Urban/Rural Transition, Developed Urban Land, Urban Growth Boundary and Neighbor City Objectives 18, 19, and 22. Where urban land is adjacent to rural lands outside of an urban reserve, Metro will work with affected cities and counties to ensure that urban uses do not significantly affect the use or condition of the rural land. Where urban land is adjacent to lands within an urban reserve that may someday be included within the urban growth boundary, Metro will work with affected cities and counties to ensure that rural development does not create obstacles to efficient urbanization in the future.

#### *Planning Activities:*

1. Identification of urban reserves adjacent to the urban growth boundary shall be accompanied by the development of a generalized future land use plan. The planning effort will primarily be concerned with identifying and protecting future

open space resources and the development of short-term strategies needed to preserve future urbanization potential. Ultimate providers of urban services within those areas should be designated and charged with incorporating the reserve area(s) in their public facility plans in conjunction with the next periodic review. Changes in the location of the urban growth boundary should occur so as to ensure that plans exist for key public facilities and services.

2. The prospect of creating transportation and other links between the urban economy within the Metro Urban Growth Boundary and other urban areas in the state should be investigated as a means for better utilizing Oregon's urban land and human resources. ~~The use of greenbelts for creating a clear distinction between urban and rural lands, and for creating linkages between communities, should be explored.~~ The region, working with the state and other urban communities in the northern Willamette Valley, should evaluate the opportunities for accommodating forecasted urban growth in urban areas outside of and not adjacent to the present urban growth boundary.

#### Objective 47 ~~22~~. Developed Urban Land

Opportunities for and obstacles to the continued development and redevelopment of existing urban land shall be identified and actively addressed. A combination of regulations and incentives shall be employed to ensure that the prospect of living, working, and doing business in those locations remains attractive to a wide range of households and employers.

22.1. Redevelopment & Infill. When Metro examines whether additional urban land is needed within the urban growth boundary, it shall assess redevelopment and infill potential in the region. The potential for redevelopment and infill on existing urban land will be included as an element when calculating the buildable land supply in the region, where it can be demonstrated that the infill and redevelopment can be reasonably expected to occur during the next 20 years.

Metro will work with jurisdictions in the region to determine the extent to which redevelopment and infill can be relied on to meet the identified need for additional urban land. After this analysis and review, Metro will initiate an amendment of the urban growth boundary to meet that portion of the identified need for land not met through commitments for redevelopment and infill.

~~17.2 Portland Central City. The Central City area of Portland is an area of regional and~~

state concern for commercial, economic, cultural, tourism, government, and transportation functions. State and regional policy and public investment should continue to recognize this special significance.

~~47.3 Mixed Use Urban Centers. The region shall evaluate and designate mixed use urban centers. A "mixed use urban center" is a mixed use node of relatively high density, supportive of non-auto based transportation modes, and supported by sufficient public facilities and serves, parks, open space, and other urban amenities. Upon identification of mixed use urban centers, state, regional, and local policy and investment shall be coordinated to achieve development objectives for those places. Minimum targets for transit:highway mode split, job:housing balance, and minimum housing density may be associated with those public investments. New mixed use urban centers shall be sited with respect to a system of such centers in the region, and shall not significantly affect regional goals for existing centers, the transportation system, and other public services and facilities.~~

*Planning Activities:*

1. Metro's assessment of redevelopment and infill potential in the region shall include but not be limited to:

a. An inventory of parcels where the assessed value of improvements is less than the assessed value of the land such that it can reasonably be expected to redevelop or intensify in the planning period.

b. An analysis of the difference between comprehensive plan development densities and actual development densities for all parcels as a first step towards determining the efficiency with which urban land is being used. In this case, efficiency is a function of land development densities incorporated in local comprehensive plans.

c. An assessment of the impacts on the cost of housing of by redevelopment versus expansion of the urban growth boundary.

d. An assessment of the impediments to redevelopment and infill posed by existing urban land uses or conditions and the capacity of urban service providers such as water, sewer, transportation, schools, etc. to serve.

2. Financial incentives to encourage redevelopment and infill consistent with adopted and acknowledged comprehensive plans should be pursued to make redevelopment

and infill attractive alternatives to raw land conversion for investors and buyers.

~~3. Cities and their neighborhoods should be recognized as the focal points for this region's urban diversity. Actions should be identified to reinforce the role of existing downtowns in maintaining the strength of urban communities.~~

3. Tools will be developed to address regional economic equity issues stemming from the fact that not all jurisdictions will serve as a site for an economic activity center. Such tools may include off-site linkage programs to meet housing or other needs or a program of fiscal tax equity.

~~5. Criteria shall be developed to guide the potential designation of mixed use urban centers. The development and application of such criteria will address the specific area to be included in the center, the type and amount of uses it is to eventually contain, the steps to be taken to encourage public and private investment. Existing and possible future mixed use centers will be evaluated as to their current functions, potentials, and need for future public and private investment. Strategies to meet the needs of the individual centers will be developed. The implications of both limiting and not limiting the location of large scale office and retail development in mixed use urban centers shall be evaluated.~~

4. The success of centers, main streets, station communities, and other land classifications will depend on targeting public investments, encouraging complementary public/private partnerships, and committing time and attention to the redesign and redevelopment of these areas. Metro shall conduct an analysis of proposed centers and other land classifications identified on the Growth Concept Map, and others in the future, to determine what mix of uses, densities, building design and orientation standards, transit improvements, pedestrian improvements, bicycle improvements, and other infrastructure changes are needed for their success. Those with a high probability for success will be retained on the Growth Concept Map and targeted for public investment and attention.

#### Objective 48. 23 Urban Growth Boundary

The regional urban growth boundary, a long-term planning tool, shall separate urbanizable from rural land, be based in aggregate on the region's 20-year projected need for urban land, and be located consistent with statewide planning goals and these Regional Urban Growth Goals and Objectives and adopted Metro procedures for urban growth boundary amendment. In the location, amendment, and management of the



regional urban growth boundary, Metro shall seek to improve the functional value of the boundary.

23.1. Expansion into Urban Reserves. Upon demonstrating a need for additional urban land, major and legislative urban growth boundary amendments shall only occur within urban reserves once adopted, unless urban reserves are found to be inadequate to accommodate the amount of land needed for one or more of the following reasons:

a) Specific types of identified land needs cannot be reasonably accommodated on urban reserve lands;

b) Future urban services could not reasonably be provided to urban reserves due to topographical or other physical constraints; or

c) Maximum efficiency of land uses within a proposed urban growth boundary requires inclusion of lower priority lands other than urban reserves in order to include or provide services to urban reserves.

~~unless it can be demonstrated that Statewide Planning Goal 14 cannot be met for the urban region through use of urban reserve lands.~~

23.2. Urban Growth Boundary Amendment Process. Criteria for amending the urban growth boundary shall be derived from statewide planning goals 2 and 14, other applicable state planning goals and relevant portions of these Regional Urban Growth Goals and Objectives.

23.2.1. Major Amendments. Proposals for major amendment of the UGB shall be made through a legislative process in conjunction with the development and adoption of regional forecasts for population and employment growth. The amendment process will be initiated by a Metro finding of need, and involve local governments, special districts, citizens, and other interests.

23.2.2. Locational Adjustments. Locational adjustments of the UGB shall be brought to Metro by cities, counties, and/or property owners based on public facility plans in adopted and acknowledged comprehensive plans.

#### Objective 49. 24 Urban Design

The identity and functioning of communities in the region shall be supported through:

24.i. the recognition and protection of critical open space features in the region;

24.ii. public policies which encourage diversity and excellence in the design and development of settlement patterns, landscapes, and structures; and

24.iii. ensuring that incentives and regulations guiding the development and redevelopment of the urban area promote a settlement pattern which:

24.iii.a. is pedestrian "friendly", encourages transit use and reduces auto dependence;

24.iii.b. encourages transit use provides access to neighborhood and community parks, trails and walkways, and other recreation and cultural areas and public facilities;

24.iii.c. reinforces nodal, mixed use, neighborhood oriented design;

24.iii.d. includes concentrated, high density, mixed use urban centers developed in relation to the region's transit system;

24.iii.e. is responsive to needs for privacy, community, sense of place and personal safety in an urban setting; and

24.iii.f. facilitates the development and preservation of mixed-income neighborhoods.

24.1. Pedestrian and transit supportive building patterns will be encouraged in order to minimize the need for auto trips and to create a development pattern conducive to face-to-face community interaction.

*Planning Activities:*

1. A regional landscape analysis shall be undertaken to inventory and analyze the relationship between the built and natural environments and to identify key open space, topographic, natural resource, cultural, and architectural features which should be protected or provided as urban growth occurs.
2. Model guidelines and standards shall be developed which expand the range of tools available to jurisdictions for accommodating change in ways compatible with neighborhoods and communities while addressing this objective.
3. Light rail transit stops, bus stops, transit routes, and transit centers leading to and within mixed-use urban centers shall be planned to encourage pedestrian

use and the creation of mixed use, high density residential development.

#### Objective 25. Neighbor Cities

Growth in cities outside the Metro urban growth boundary, occurring in conjunction with the overall population and employment growth in the region, should be coordinated with Metro's growth management activities through cooperative agreements which provide for:

25.1 Separation. The communities within the Metro urban growth boundary, in neighbor cities, and in the rural areas in between will all benefit from maintaining the separation between these places as growth occurs. Coordination between neighboring cities, counties and Metro about the location of rural reserves and policies to maintain separation should be pursued.

25.2 Jobs Housing Balance. To minimize the generation of new automobile trips, a balance of sufficient number of jobs at wages consistent with housing prices in communities both within the Metro urban growth boundary and in neighboring cities should be pursued.

25.3 Green Corridors. The "green corridor" is a transportation facility through a rural reserve that serves as a link between the metropolitan area and a neighbor city which also limits access to the farms and forests of the rural reserve. The intent is to keep urban to urban accessibility high to encourage a balance of jobs and housing, but limit any adverse effect on the surrounding rural areas.

#### *Planning Activities:*

1) Metro will work with the state, neighbor cities, and counties to create intergovernmental agreements which implement neighbor city objectives. Metro will seek to link regional and state investment in public facilities and services to efforts to implement neighbor city agreements.

2) Metro will undertake a study of the green corridor concept to determine the consequences might be of initiatives which enhance urban to urban accessibility in the metropolitan market area.

1694 II.4: Metro 2040 Growth Concept

1695  
1696  
1697 **Description of the Metro 2040 Growth Concept**

1698  
1699 This Growth Concept states the preferred form of regional growth and development  
1700 adopted in the Region 2040 planning process including the 2040 Growth Concept Map.  
1701 This Concept is adopted for the long term growth management of the region including a  
1702 general approach to approximately where and how much the urban growth boundary  
1703 should be ultimately expanded, what ranges of density are estimated to accommodate  
1704 projected growth within the boundary, and which areas should be protected as open  
1705 space.

1706  
1707 This Growth Concept is designed to accommodate approximately 720,000 additional  
1708 residents and 350,000 additional jobs. The total population served within this plan is  
1709 1.8 million residents within the Metro boundary.

1710  
1711 The basic philosophy of the Growth Concept is: preserve our access to nature and  
1712 build better communities for the people who live here today and who will live here in the  
1713 future. ~~It combines the goals of RUGGO~~ The Growth Concept applies Goal II  
1714 Objectives with the analysis of the Region 2040 project to guide growth for the next 50  
1715 years. The Growth Concept is an integrated set of Objectives subject to Goal I and  
1716 Objectives 1-11.

1717  
1718 The conceptual description of the preferred urban form of region in 2040 is in the  
1719 Concept Map and this text. This Growth Concept sets the direction for development of  
1720 implementing policies in Metro's existing functional plans and the Charter-required  
1721 regional framework plan. This direction will be refined, as well as implemented, in  
1722 subsequent functional plan amendments and framework plan components. Additional  
1723 planning will be done to test the Growth Concept and to determine implementation  
1724 actions. Amendments to the Growth Concept and some RUGGO Objectives may be  
1725 needed to reflect the results of additional planning to maintain the consistency of  
1726 implementation actions with RUGGO.

1727  
1728 Fundamental to the Growth Concept is a multi-modal transportation system which  
1729 assures mobility of people and goods throughout the region, consistent with Objective  
1730 19, Transportation. By coordinating land uses and this transportation system, the  
1731 region embraces its existing locational advantage as a relatively uncongested hub for  
1732 trade.

The basic principles of the Growth Concept directly apply Growth Management Goals and Objectives in Objectives 21- 25. RUGGO. An urban to rural transition to reduce sprawl, keeping a clear distinction between urban and rural lands and balancing re-development is are needed. Separation of urbanizable land from rural land shall be accomplished by the urban growth boundary for the region's 20-year projected need for urban land. That boundary will be expanded only into designated urban reserves areas when a need for additional urban land is demonstrated. For its long-term urban land supply, The Metro Council decision about the Growth Concept will determine the land need for urban reserves. —estimates that about 14,500 acres will be needed to accommodate projected growth. These lands will be selected from a About 22,000 acres of Urban Reserve Study Area shown on the Concept Map will be studied before urban reserve areas are designated. This assumes cooperative agreements with neighboring cities to coordinate planning for the proportion of projected growth in the Metro region expected to locate within their urban growth boundaries and urban reserve areas.

The Metro UGB would only expand into urban reserves when need for additional urban land is demonstrated. Rural reserves are intended to assure that Metro and neighboring cities remain separate. The result is intended to be a compact urban form for the region coordinated with nearby cities to retain the region's sense of place.

Mixed use urban centers inside the urban growth boundary are one key to the Growth Concept. Creating higher density centers of employment and housing and transit service with compact development, retail, cultural and recreational activities, in a walkable environment is intended to provide efficient access to goods and services and enhance multi modal transportation and create vital, attractive neighborhoods and communities. The Growth Concept uses interrelated types of centers. The Central City is the largest market area, the region's employment and cultural hub. Regional Centers serve large market areas outside the central city, connected to it by high capacity transit and highways. Connected to each Regional Center, by road and transit, are smaller Town Centers with local shopping and employment opportunities within a local market area. Planning for all of these centers will seek a balance between jobs and, housing and unique blends of urban amenities so that more transportation trips are likely to remain local and become more multi modal.

In keeping with the jobs housing balance in centers, a jobs housing balance by regional sub-areas can and should also be a goal. This would account for the housing and employment outside centers, and direct policy to adjust for better jobs housing ratios around the region.

Recognition and protection of open spaces both inside the UGB and in rural reserves outside urban reserves are reflected in the Growth Concept. Open spaces, including important natural features and parks, are important to the capacity of the urban growth

boundary and the ability of the region to accommodate housing and employment. Green areas on the Concept Map may be designated as regional open space. That would remove these lands from the inventory of urban land available for development. Rural reserves, already designated for farms, forestry, natural areas or rural-residential use, would remain and be further protected from development pressures.

The Concept Map shows some transportation facilities to illustrate new concepts, like "green corridors," and how land use areas, such as centers, may be served. Neither the current regional system nor final alignment choices for future facilities are intended to be represented on the Concept Map.

The percentages and density targets used in the Growth Concept to describe the relationship between centers and areas are estimates based on modeling analysis of one possible configuration of the Growth Concept. Implementation actions that vary from these estimates indicate a need to balance other parts of the Growth Concept to retain the compact urban form contained in the Growth Concept. Land use definitions and numerical targets as mapped, are intended as targets and will be refined in the Regional Framework Plan. Each jurisdiction will certainly adopt a unique mix of characteristics consistent with each locality and the overall Growth Concept.

#### Neighbor Cities

The Growth Concept recognizes that neighboring cities surrounding the region's metropolitan area are likely to grow rapidly. Communities such as Sandy, Canby, North Plains and Newberg will be affected by the Metro Council's decisions about managing the region's growth. A significant number of people would be accommodated in these neighboring cities, and cooperation between Metro and these communities is necessary to address common transportation and land-use issues.

There are three four key concepts for cooperative agreements with neighbor cities:

- 1) There shall be a separation of rural land between each neighboring city and the metropolitan area. If the region grows together, the transportation system would suffer and the cities would lose their sense of community identity.
- 2) There shall should be a strong balance between jobs and housing in the neighbor cities. The more a city retains a balance of jobs and households, the more trips will remain local.
- 3) Each neighboring city is should have its own identity through its unique mix of commercial, retail, cultural and recreational opportunities which support the concentration of jobs and housing.
- 4) The "green corridor," transportation facility through a rural reserve that serves as a

link between the metropolitan area and a neighbor city ~~without~~ with limited access to the farms and forests of the rural reserve. This would keep accessibility high, which encourages employment growth but limits the adverse affect on the surrounding rural areas. Metro will seek limitations in access to these facilities and will seek intergovernmental agreements with ODOT, the appropriate counties and neighbor cities to establish mutually acceptable growth management strategies. Metro will link transportation improvements to neighbor cities to successful implementation of these intergovernmental agreements.

### Green Corridors

These transportation corridors connect the region's UGB to the neighboring cities' UGB's. Facilities should be designed to reduce urban influence and to avoid increasing access to the farms and forests of the rural reserves they pass through. The intent is to keep urban to urban accessibility high to encourage employment growth, but limit any adverse effect on the surrounding rural areas. Cooperative agreements among Metro, neighbor cities, affected counties and state agencies will be needed.

### Rural Reserves

Some rural lands adjacent to and nearby the regional urban growth boundary and not designated as urban reserves will be designated as rural reserves. This designation is intended as a policy statement by Metro to not extend its urban growth boundary into these areas and to support neighboring cities efforts not to expand their urban growth boundaries into these areas. The objectives for rural land planning in the region will be to maintain the rural character of the landscape, avoid or eliminate conflicts with farm and forest practices, help meet regional needs for open space and wildlife habitat, and help to clearly separate urban from rural land. This will be pursued by not expanding the urban growth boundary into these areas and supporting rural zoning designations. These rural reserves keep adjacent urban areas separate. These rural lands are not needed or planned for development but are more likely to experience development pressures than are areas farther away.

These lands will not be developed in urban uses in the foreseeable future, an idea that requires agreement among local, regional and state agencies. They are areas outside the present urban growth boundary and along highways that connect the region to neighboring cities.

New rural commercial or industrial development would be restricted. Some areas would receive priority status as potential areas for park and open space acquisition.

1854 ~~Road improvements would specifically exclude interchanges or other highway access~~  
1855 ~~to the rural road system, as would any nearby extensions of urban services.~~ Zoning  
1856 would be for resource protection on farm and forestry land, and very low density  
1857 residential (~~no greater density less~~ than one unit for five acres) for exception land.  
1858

1859 These rural reserves would support and protect farm and forestry operations. The  
1860 reserves also would include some purchase of natural areas adjacent to rivers, streams  
1861 and lakes to make sure the water quality is protected and wildlife habitat enhanced.  
1862 Large natural features, such as hills and buttes, also would be included as rural  
1863 reserves because they buffer developed areas and are poor candidates for compact  
1864 urban development.  
1865

1866 Rural reserves are designated in areas that are most threatened by new development,  
1867 that separate communities, or exist as special resource areas.  
1868

1869 Rural reserves also would be retained to separate cities within the Metro boundary.  
1870 Cornelius, Hillsboro, Tualatin, Sherwood and Wilsonville all have existing areas of rural  
1871 land that provide a break in urban patterns. ~~New areas of Urban reserve study areas~~, that  
1872 are indicated on the Concept Map are also separated by rural reserves, such as the  
1873 Damascus-Pleasant Valley areas from Happy Valley.  
1874

1875 The primary means of achieving rural reserves would be through the regional framework  
1876 plan for areas within the Metro boundary, and voluntary agreements among Metro, the  
1877 counties, neighboring cities, and the state for those areas outside the Metro boundary.  
1878 These agreements would prohibit extending urban growth into the rural reserves and  
1879 require that state agency actions are consistent with the rural reserve designation.  
1880  
1881



Open Spaces and Trail Corridors

The areas designated open space on the Concept map are parks, stream and trail corridors, wetlands and floodplains, largely undeveloped upland areas, and areas of compatible very low density residential development. Many of these natural features already have significant land set aside as open space. The Tualatin Mountains, for example, contain major parks such as Forest Park and Tryon Creek State Park and numerous smaller parks such as Gabriel Park in Portland and Wilderness Park in West Linn. Other areas are oriented toward wetlands and streams, with Fanno Creek in Washington County having one of the best systems of parks and open space in the region.

Local jurisdictions are encouraged to establish acres of open space per capita goals based on rates at least as great as current rates, in order to keep up with current conditions.

Designating these areas as open spaces would have several effects. First, it would remove these land from the category of urban land that is available for development. The capacity of the urban growth boundary would have to be calculated without these, and plans to accommodate housing and employment would have to be made without them. Secondly, these natural areas, along with key rural reserve areas, would receive a high priority for purchase as parks and open space, such as Metro's Greenspaces program. Finally, regulations could be developed to protect these critical natural areas that would not conflict with housing and economic goals, thereby having the benefit of regulatory protection of critical creek areas, compatible low-density development, and transfer of development rights to other lands better suited for development.

About 35,000 acres of land and water inside today's urban growth boundary are included as open spaces in the Growth Concept Map. Preservation of these Open Spaces could be achieved by a combination of ways. Some areas could be purchased by public entities, such as Metro's Greenspaces program or local park departments. Others may be donated by private citizens or by developers of adjacent properties to reduce the impact of development. Some could be protected by environmental zoning which allows very low-density residential development through the clustering of housing on portions of the land while leaving important features as common open space.

Centers

Creating higher density centers of employment and housing is advantageous for several reasons. These centers provide access to a variety of goods and services in a relatively small geographic area, creating a intense business climate. Having centers also makes sense from a transportation perspective, since most centers have an accessibility level that is conducive to transit, bicycling and walking. Centers also act as social gathering places and community centers, where people would find the cultural and recreational activities and "small town atmosphere" they cherish.

The major benefits of centers in the marketplace are accessibility and the ability to concentrate goods and services in a relatively small area. The problem in developing centers, however, is that most of the existing centers are already developed and any increase in the density must be made through redeveloping existing land and buildings. Emphasizing redevelopment in centers over development of new areas of undeveloped land is a key strategy in the Growth Concept. Areas of high unemployment and low property values should be specially considered to encourage reinvestment and redevelopment. Incentives and tools to facilitate redevelopment in centers should be identified.

There are three types of centers, distinguished by size and accessibility. The "central city" is downtown Portland and is accessible to millions of people. "Regional centers" are accessible to hundreds of thousands of people, and "town centers" are accessible to tens of thousands.

#### The Central City

Downtown Portland serves as our major regional center and functions quite well as an employment and cultural hub for the metropolitan area. It provides accessibility to the many businesses that require access to a large market area and also serves as the location for cultural and social functions that draw the region together. It is the center for local, regional, state, and federal governments, financial institutions, commerce, the center for arts and culture, and for visitors to the region.

In addition, downtown Portland has a high percentage of travel other than by car — three times higher than the next most successful area. Jobs and housing are be readily available there, without the need for a car. Maintaining and improving upon the strengths of our regional downtown shall remain a high priority.

Today, about 20 percent of all employment in the region is in downtown Portland. Under the Growth Concept, downtown Portland would grow at about the same rate as the rest

of the region, and would remain the location of about 20 percent of regional employment. To do this, downtown Portland's 1990 density of 150 people per acre would increase to about 250 people per acre. Improvements to the transit system network, development of a multi-modal street system and maintenance of regional through routes (the highway system) would provide additional mobility to and from the city center.

## Regional Centers

There are nine regional centers, serving four market areas (outside of the Central City market area). Hillsboro serves that western portion of the region, and Gresham the eastern. The Central city and Gateway serve most of the Portland area as a regional center. Downtown Beaverton and Washington Square serve the Washington County area, and downtown Oregon City, Clackamas Town Center and Milwaukie together serve Clackamas County and portions of outer south east Portland.

These Regional Centers would become the focus of compact development, redevelopment, and high-quality transit service, multi-modal street networks and act as major nodes along regional through routes. The Growth Concept estimates that about accommodates 3 percent of new household growth and 11 percent of new employment growth would be accommodated in these regional centers. From the current 24 people per acre, the Growth Concept would allow up to an average of about 60 people per acre.

Transit improvements would include light-rail connecting all regional centers to the Central City. A dense network of multi-modal arterial and collector streets would tie regional centers to surrounding neighborhoods and other centers. Regional through-routes would be designed to serve connect regional centers and ensure that these centers are attractive places to conduct business. The relatively small number of centers reflects not only the limited market for new development at this density but also the limited transportation funding for the high-quality transit and roadway improvements envisioned in these areas. As such the nine regional centers should be considered candidates and ultimately the number should be reduced or policies established to phase-in certain regional centers earlier than others.

## Town Centers

Smaller than regional centers and serving populations of tens of thousands of people, town centers are the third type of center with compact development and transit service. Town centers would accommodate about 3 percent of new households and more than 7 percent of new employment. The 1990 density of an average of 23 people per acre would nearly double -- to about 40 persons per acre, the current densities of

development along Hawthorne Boulevard and in downtown Hillsboro.

Town centers would provide local shopping and employment and cultural /recreational opportunities within a local market area. They are designed to provide local retail and services, at a minimum. They also would vary greatly in character. Some would become traditional town centers, such as Lake Oswego, Oregon City, and Forest Grove, while others would change from an auto-oriented development into a more complete community, such as Hillsdale. Many would also have regional specialties, such as office centers envisioned for the Cedar Mill town center. Several new town centers are designated, such as in Happy Valley and Damascus, to accommodate the retail and service needs of a growing population while reducing auto travel. Others would combine a town center within a regional center, offering the amenities and advantages of each type of center.

#### Corridors

Corridors are not as dense as centers but also are located along good quality transit lines. They provide a place for densities that are somewhat higher than today and feature a high-quality pedestrian environment and convenient access to transit. Typical new developments would include rowhouses, duplexes, and one to three story office and retail buildings, and average about 25 persons per acre. While some corridors may be continuous, narrow bands of higher intensity development along arterial roads, others may be more 'nodal', that is, a series of smaller centers at major intersections or other locations along the arterial which have high quality pedestrian environments, good connections to adjacent neighborhoods and good transit service. So long as the average target densities and uses are allowed and encouraged along the corridor, many different development patterns - nodal or linear - may meet the corridor objective.

#### Station Communities

Station communities are nodes of development centered around a light rail or high capacity transit station which feature a high-quality pedestrian environment. They provide for the highest density outside centers. The station communities would encompass an area approximately one-half mile from a station stop. The densities of new development would average about 45 persons per acre. Zoning ordinances now set minimum densities for most Eastside and Westside MAX station communities. An extensive station community planning program is now under way for each of the Westside station communities, and similar work is envisioned for the proposed South/North line. It is expected that the station community planning process will result in specific strategies and plan changes to implement the station communities concept.

2042  
2043 Because the Growth Concept calls for many corridors and station communities  
2044 throughout the region, ~~they would together~~ ~~they are estimated to~~ accommodate  
2045 27 percent of the new households of the region and nearly 15 percent of new  
2046 employment.

2047  
2048 Main Streets and Neighborhood Centers

2049  
2050 During the early decades of this century, main streets served by transit and  
2051 characterized by a strong business and civic community were a major land-use pattern  
2052 throughout the region. Examples remain in Hillsboro, Milwaukie, Oregon City and  
2053 Gresham as well as the Westmoreland neighborhood and Hawthorne Boulevard.  
2054 Today, these areas are undergoing a revival and provide an efficient and effective  
2055 land-use and transportation alternative. The Growth Concept calls for main streets to  
2056 grow from 1990 levels of 36 people per acre to ~~about~~ 39 per acre. Main streets would  
2057 accommodate nearly 2 percent of housing growth.

2058  
2059 Main streets typically will serve neighborhoods and may develop a regional  
2060 specialization — such as antiques, fine dining, entertainment or specialty clothing —  
2061 that draws people from other parts of the region. Main Streets form neighborhood  
2062 centers as areas that provide the retail and service development at other intersections  
2063 at the focus of a neighborhood areas and around MAX light rail stations. When several  
2064 main streets occur within a few blocks of one another, they may also serve as a  
2065 dispersed town center, such as the main street areas of Belmont, Hawthorne and  
2066 Division that form a town center for inner southeast Portland.

2067  
2068 Neighborhoods

2069  
2070 Residential neighborhoods would remain a key component of the Growth Concept and  
2071 would fall into two basic categories. Inner neighborhoods ~~are include areas such as~~  
2072 ~~Portland and the older suburbs of~~ Beaverton, Milwaukie and Lake Oswego, and would  
2073 include primarily residential areas that are accessible to employment. Lot sizes would  
2074 be smaller to accommodate densities increasing from 1990 levels of about 11 people  
2075 per acre to about 14 per acre. Inner neighborhoods would trade smaller lot sizes for  
2076 better access to jobs and shopping. They would accommodate ~~about~~ 28 percent of  
2077 new households and 15 percent of new employment (some of the employment would  
2078 be home occupations and the balance would be neighborhood-based employment such  
2079 as schools, daycare and some neighborhood businesses).

2080  
2081 Outer neighborhoods would be farther away from large employment centers and would

have larger lot sizes and lower densities. Examples include ~~outer-suburbs cities~~ such as Forest Grove, Sherwood and Oregon City, and any additions to the urban growth boundary. From 1990 levels of nearly 10 people per acre, outer neighborhoods would increase to ~~about~~ 13 per acre. These areas would accommodate ~~about~~ 28 percent of new households and 10 percent of new employment.

One of the most significant problems in some newer neighborhoods is the lack of street connections, a recent phenomenon that has occurred in the last 25 years. It is one of the primary causes of increased congestion in new suburbs. Traditional neighborhoods contained a grid pattern with up to 20 through streets per mile. But in new areas, one to two through streets per mile is the norm. Combined with large scale single-use zoning and low densities, it is the major cause of increasing auto dependency in neighborhoods. To improve local connectivity throughout the region, all areas shall develop master street plans that include from 8 to 20 local streets connections per mile, which would improve access for all modes of travel.

#### Employment Areas

The Portland metropolitan area economy is heavily dependant upon wholesale trade and the flow of commodities to national and international markets. The high quality of our freight transportation system, and in particular our intermodal freight facilities are essential to continued growth in trade. The intermodal facilities (air and marine terminals, freight rail yards and common carrier truck terminals) are an area of regional concern, and the regional framework plan will identify and protect lands needed to meet their current and projected space requirements.

Industrial areas would be set aside primarily for industrial activities. Other supporting uses, including some retail uses, may be allowed if limited to sizes and locations intended to serve the primary industrial uses. They include land-intensive employers, such as those around the Portland International Airport, the Hillsboro Airport and some areas along Highway 212/224. Industrial areas are expected to accommodate 10 percent of regional employment and no households. Retail uses whose market area is substantially larger than the employment area shall not be considered supporting uses.

Other employment centers would be designated as ~~mixed-use~~ employment areas, mixing various types of employment and including some residential development as well. These mixed-use employment areas would provide for about five percent of new households and 14 percent of new employment within the region. Densities would rise substantially from 1990 levels of about 11 people per acre to ~~about~~ 20 people per acre.

Employment areas would be expected to include some limited retail commercial uses sized to serve the needs of people working and living in the immediate employment areas, not larger market areas outside the employment area. Exceptions to this general policy can be made for low traffic generating land consumptive commercial uses which have a community or region-wide market.

The siting and development of new industrial areas would consider the proximity of housing for all income ranges provided by employment in the projected industrial center, as well as accessibility to convenient and inexpensive non-auto transportation. The continued development of existing industrial areas would include attention to these two issues as well.

#### Urban Reserves

One important feature of the Growth Concept is that it would accommodate all 50 years of forecasted growth through a relatively small amount of urban reserves. Urban reserves consist of land set aside outside the present urban growth boundary for future growth. The Growth Concept contains approximately 22,000 acres of Urban Reserve Study Areas shown on the Concept Map. Less than 15,000 of these the full Study Area may be are needed for urban reserve area designation growth if the other density goals of the Growth Concept are met. Over 75 percent of these lands are currently zoned for rural housing and the remainder are zoned for farm or forestry uses. These areas shall be refined to the 14,500 acres for designation of urban reserves required by the Growth Concept for designation of urban reserves areas under the LCDC Urban Reserve Rule and inclusion in the regional framework plan.

#### Transportation Facilities

In undertaking the Region 2040 process, the region has shown a strong commitment to developing a regional plan that is based on greater land use efficiencies and a truly multi-modal transportation system. However, the transportation system defined in the Growth Concept Analysis serves as a theoretical definition (construct) of the transportation system needed to serve the land uses in the Growth Concept (Recommended Alternative urban form). The modeled system reflects only one of many possible configurations that might be used to serve future needs, consistent with the policy direction called for in the Growth Concept (amendment to RUGGO).

As such, the Growth Concept (Recommended Alternative) transportation map provides only general direction for development of an updated Regional Transportation Plan (RTP) and does not prescribe or limit what the RTP will ultimately include in the regional system. Instead, the RTP will build upon the broader land use and

transportation directions that are defined in the Growth Concept (Recommended Alternative).

The transportation elements needed to create a successful growth management policy are those that support the Growth Concept. Traditionally, streets have been defined by their traffic-carrying potential, and transit service according to it's ability to draw commuters. Other travel modes have not been viewed as important elements of the transportation system. The Growth Concept establishes a new framework for planning in the region by linking urban form to transportation. In this new relationship, transportation is viewed as a range of travel modes and options that reinforce the region's growth management goals.

Within the framework of the Growth Concept is a network of multi-modal corridors and regional through-routes that connect major urban centers and destinations.

Through-routes provide for high-volume auto and transit travel at a regional scale, and ensure efficient movement of freight. Within multi-modal corridors, the transportation system will provide a broader range of travel mode options, including auto, transit, bicycle and pedestrian networks, that allow choices of how to travel in the region.

These travel options will encourage the use of alternative modes to the auto, a shift that has clear benefits for the environment and the quality of neighborhoods and urban centers and address the needs of those without access to automobiles.

In addition to the traditional emphasis on road and transit facilities, the development of networks for freight travel and intermodal facilities, for bicycle and pedestrian travel and the efficient use of capacity on all streets through access management and congestion management and/or pricing will be part of a successful transportation system.

While the Concept Map shows only major transit facilities and corridors, all areas within the UGB have transit access. Transit service in the Growth Concept included both fixed-route and demand responsive systems. The RTP shall further define the type and extent of transit service available throughout the region.

#### Intermodal Facilities

The region's continued strength as a national and international distribution center is dependent upon adequate intermodal facilities and access to them. Intermodal facilities include marine terminals, railroad intermodal points, such as the Union Pacific's Albina Yard, the airports and the Union Station/inter-city bus station area. The Regional Transportation Plan will identify these areas and their transportation requirements and will identify programs to provide adequate freight capacity.



Regional Through-routes

These are the routes that move people and goods through and around the region, connect regional centers to each other and to the Central City, and connect the region to the statewide and interstate transportation system. They include freeways, limited access highways, and heavily traveled arterials, and usually function as through-routes. As such, they are important not only because of the movement of people, but as one of the region's major freight systems. Since much of our regional economy depends on the movement of goods and services, it is essential to keep congestion on these roads at manageable levels. These major routes frequently serve as transit corridors but are seldom conducive to bicycles or pedestrians because of the volume of auto and freight traffic that they carry.

With their heavy traffic, and high visibility, these routes are attractive to business. However, when they serve as a location for auto-oriented businesses, the primary function of these routes, to move regional and statewide traffic, can be eroded. While they serve as an appropriate location for auto-oriented businesses, they are poor locations for businesses that are designed to serve neighborhoods or sub-regions. These are better located on multi-modal arterials. They need the highest levels of access control. In addition, it is important that they not become barriers to movements across them by other forms of travel, auto, pedestrian, transit, or bicycle. They shall focus on providing access to centers and neighbor cities, rather than access to the lands that front them.

Multi-modal Arterials

These represent most of the region's arterials. They include a variety of design styles and speeds, and are the backbone for a system of multi-modal travel options. Older sections of the region are better designed for multi-modal travel than new areas. Although these streets often smaller than suburban arterials, they carry a great deal of traffic (up to 30,000 vehicles a day), experience heavy bus ridership along their routes and are constructed in dense networks that encourage bicycle and pedestrian travel. The Regional Transportation Plan (RTP) shall identify these multi-modal streets and develop a plan to further encourage alternative travel modes within these corridors.

Many new streets, however, are designed to accommodate heavy auto and freight traffic at the expense of other travel modes. Multiple, wide lanes, dedicated turning lanes, narrow sidewalks exposed to moving traffic, and widely-spaced intersections and street crossings create an environment that is difficult and dangerous to negotiate

without a car. The RTP shall identify these potential multi-modal corridors and establish design standards that encourage other modes of travel along these routes.

Some multi-modal arterials also carry significant volumes of freight. The RTP will ensure that freight mobility on these routes is adequately protected by considering freight needs when identifying multi-modal routes, and in establishing design standards intended to encourage alternative modes of passenger travel.

#### Collectors and Local Streets

These streets become a regional priority when a lack of adequate connections forces neighborhood traffic onto arterials. New suburban development increasingly depends on arterial streets to carry trips to local destinations, since most new local streets systems are specifically designed with curves and cul-de-sacs to discourage local through travel by any mode. The RTP should consider a standard of 8 to 20 through streets per mile, applied to both developed and developing to reduce local travel on arterials. There should also be established standard bicycle and pedestrian through-routes (via easements, greenways, fire lanes, etc.) in existing neighborhoods where changes to the street system are not a reasonable alternative.

Light Rail

Light rail transit (LRT) daily travel capacity measures in tens of thousands of riders, and provides a critical travel option to major destinations. The primary function of light rail in the Growth Concept is to link regional centers and the Central City, where concentrations of housing and employment reach a level that can justify the cost of developing a fixed transit system. In addition to their role in developing regional centers, LRT lines can also support significant concentrations of housing and employment at individual station areas along their routes.

In addition, neighbor cities of sufficient size should also include a transit connection to the metropolitan area to provide a full-range of transportation alternatives.

"Planned and Existing Light Rail Lines" on the Concept Map represent some locations shown on the current Regional Transportation Plan (RTP) which were selected for initial analysis. "Proposed Light Rail Alignments" show some appropriate new light rail locations consistent with serving the Growth Concept. "Potential HCT lines" highlight locations for some concentrated form of transit, possibly including light rail. These facilities demonstrate the general direction for development of an updated RTP which will be based on further study. The Concept Map transportation facilities do not prescribe or limit the existing of updated RTP.

Bicycle and Pedestrian Networks

Bicycling and walking should play an important part in the regional transportation system especially within neighborhoods and centers and for other shorter trips. They are also essential to the success of an effective transit system. In addition to the arrangement of land uses and site design, route continuity and the design of rights-of-way in a manner friendly to bicyclists and pedestrians are necessary. The Regional Transportation Plan will establish targets which substantially increase the share on these modes.

Demand Management/Pricing

The land uses and facilities in the Growth Concept cannot, by themselves, meet the region's transportation objectives. Demand Management (carpooling, parking management and pricing strategies) and system management will be necessary to achieve the transportation system operation described in the Growth Concept. Additional actions will be need to resolve the significant remaining areas of congestion

2302 and the high VMT/capita which it causes. The Regional Transportation Plan will  
2303 identify explicit targets for these programs in various areas of the region.  
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(INSERT EXHIBIT A: GROWTH CONCEPT MAP HERE)

## GLOSSARY

**Areas and Activities of Metropolitan Concern.** A program, area or activity, having significant impact upon the orderly and responsible development of the metropolitan area that can benefit from a coordinated multi-jurisdictional response.

**Beneficial Use Standards.** Under Oregon law, specific uses of water within a drainage basin deemed to be important to the ecology of that basin as well as to the needs of local communities are designated as "beneficial uses". Hence, "beneficial use standards" are adopted to preserve water quality or quantity necessary to sustain the identified beneficial uses.

**Center City.** The downtown and adjacent portions of the city of Portland. See the Growth Concept map and text.

**Economic Opportunities Analysis.** An "economic opportunities analysis" is a strategic assessment of the likely trends for growth of local economies in the state consistent with OAR 660-09-015. Such an analysis is critical for economic planning and for ensuring that the land supply in an urban area will meet long-term employment growth needs.

**Exception.** An "exception" is taken for land when either commitments for use, current uses, or other reasons make it impossible to meet the requirements of one or a number of the statewide planning goals. Hence, lands "excepted" from statewide planning goals 3 (Agricultural Lands) and 4 (Forest Lands) have been determined to be unable to comply with the strict resource protection requirements of those goals, and are thereby able to be used for other than rural resource production purposes. Lands not excepted from statewide planning goals 3 and 4 are to be used for agricultural or forest product purposes, and other, adjacent uses must support their continued resource productivity.

**Exclusive farm use.** Land zoned primarily for farming, and restricting many uses that are incompatible with farming, such as rural housing. Some portions of rural reserves also may be zoned as exclusive farm use.

**Family Wage Job.** A permanent job with an annual income greater than or equal to the average annual covered wage in the region. The most current average annual covered wage information from the Oregon Employment Division shall be used to determine the family wage job rate for the region or for counties within the region.

- 2357 **Fiscal Tax Equity.** The process by which inter-jurisdictional fiscal disparities can be  
2358 addressed through a partial redistribution of the revenue gained from economic wealth,  
2359 particularly the increment gained through economic growth.  
2360
- 2361 **Freight Mobility.** The efficient movement of goods from point of origin to destination.  
2362
- 2363 **Functional Plan.** A limited purpose multi-jurisdictional plan for an area or activity  
2364 having significant district-wide impact upon the orderly and responsible development of  
2365 the metropolitan area that serves as a guideline for local comprehensive plans  
2366 consistent with ORS 268.390.  
2367
- 2368 **Growth Concept.** A concept for the long-term growth management of our region,  
2369 stating the preferred form of the regional growth and development, including where and  
2370 how much the urban growth boundary should be expanded, what densities should  
2371 characterize different areas, and which areas should be protected as open space.  
2372
- 2373 **High capacity transit.** Transit routes that may be either a road designated for frequent  
2374 bus service or for a light-rail line.  
2375
- 2376 **Housing Affordability.** The availability of housing such that no more than 30 percent  
2377 (an index derived from federal, state, and local housing agencies) of the monthly  
2378 income of the household need be spent on shelter.  
2379
- 2380 **Industrial areas.** Large tracts of land set aside for industrial use.  
2381
- 2382 **Infill.** New development on a parcel or parcels of less than one contiguous acre  
2383 located within the urban growth boundary.  
2384
- 2385 **Infrastructure.** Roads, water systems, sewage systems, systems for storm drainage,  
2386 bridges, transportation facilities, parks schools and public facilities developed to  
2387 support the functioning of the developed portions of the environment. Areas of the  
2388 undeveloped portions of the environment such as floodplains, riparian and wetland  
2389 zones, groundwater recharge and discharge areas and Greenspaces that provide  
2390 important functions related to maintaining the region's air and water quality, reduce the  
2391 need for infrastructure expenses and contribute to the region's quality of life.  
2392
- 2393 **Inner neighborhoods.** Areas in Portland and the older suburbs that are primarily  
2394 residential, close to employment and shopping areas, and have slightly smaller lot  
2395 sizes and higher population densities than in outer neighborhoods

**Intermodal Facility.** A transportation element that accommodates and interconnects different modes of transportation and serves the statewide, interstate and international movement of people and goods.

**Jobs Housing Balance.** The relationship between the number, type, mix and wages of existing and anticipated jobs balanced with housing costs and availability so that non-auto trips are optimized in every part of the region.

**Key or Critical Public Facilities and Services.** Basic facilities that are primarily planned for by local government but which also may be provided by private enterprise and are essential to the support of more intensive development, including transportation, water supply, sewage, parks, and solid waste disposal.

**Local Comprehensive Plan.** A generalized, coordinated land use map and policy statement of the governing body of a city or county that inter-relates all functional and natural systems and activities related to the use of land, consistent with state law.

**Major Amendment** A proposal made to the Metro Council for expansion of the urban growth boundary of 20 acres or more, consistent with the provisions of the Metro code.

**Metropolitan Housing Rule.** A rule (OAR 660, Division 7) adopted by the Land Conservation and Development Commission to assure opportunity for the provision of adequate numbers of needed housing units and the efficient use of land within the Metro Urban Growth Boundary. This rule establishes minimum overall net residential densities for all cities and counties within the urban growth boundary, and specifies that 50 percent of the land set aside for new residential development be zoned for multifamily housing.

**Main streets.** Neighborhood shopping areas along a main street or at an intersection, sometimes having a unique character that draws people from outside the area. NW 23rd Avenue and SE Hawthorne Boulevard are current examples of main streets.

**Mixed-use Employment areas.** Areas of mixed employment, manufacturing and warehousing uses and limited retail and residential development—that include various types of commercial and retail development as well as some residences

**Neighborhood centers.** Retail and service development that surrounds major MAX stations and other major intersections, extending out for one-quarter to one-half mile.



**Neighboring cities.** Cities such as Sandy, Canby, and Newberg that are outside Metro's jurisdiction but will be affected by the growth policies adopted by the Metro Council.

**Open space.** Publicly and privately -owned areas of land, including parks, natural areas, and areas of very low density development inside the urban growth boundary.

**Outer neighborhoods.** Areas in the outlying suburbs that are primarily residential, farther from employment and shopping areas, and have slightly larger lot sizes and lower population densities than inner neighborhoods.

**Pedestrian Scale.** An urban development pattern where walking is a safe, convenient and interesting travel mode. It is an area where walking is at least as attractive as any other mode to all destinations within the area. The following elements are not cited as requirements, but illustrate examples of pedestrian scale: continuous, smooth and wide walking surfaces; easily visible from streets and buildings and safe for walking; minimal points where high speed automobile traffic and pedestrians mix; frequent crossings; storefronts, trees, bollards, on-street parking, awnings, outdoor seating, signs, doorways and lighting designed to serve those on foot; well integrated into the transit system, and having uses which cater to people on foot.

**Persons per acre.** This is a term expressing the intensity of building development by combining residents per net acre and employees per net acre.

**Regional centers.** Areas of mixed residential and commercial use that serve hundreds of thousands of people and are easily accessible by different types of transit. Examples include traditional centers such as downtown Gresham and new centers such as Clackamas Town Center.

**Rural reserves.** Areas that are a combination of public and private lands outside the urban growth boundary, used primarily for farms and forestry. They are protected from development by very low-density zoning and serve as buffers between urban areas.

**State Implementation Plan.** A plan for ensuring that all parts of Oregon remain in compliance with Federal air quality standards.

**Subregion.** An area of analysis used by Metro centered on each regional center and used for analyzing jobs/housing balance.

2474 **Town centers.** Areas of mixed residential and commercial use that serve tens of  
2475 thousands of people. Examples include the downtowns of Forest Grove and Lake  
2476 Oswego.

2477  
2478 **Transit Station Community.** That area generally within a 1/4 to 1/2 mile radius of light  
2479 rail stations which is planned as a multi-modal community of mixed uses and  
2480 substantial pedestrian accessibility improvements.

2481  
2482 **Transportation corridors.** Residential and retail development concentrated along  
2483 major arterials and bus lines.

2484  
2485 **Urban Form.** The net result of efforts to preserve environmental quality, coordinate the  
2486 development of jobs, housing, and public services and facilities, and inter-relate the  
2487 benefits and consequences of growth in one part of the region with the benefits and  
2488 consequences of growth in another. Urban form, therefore, describes an overall  
2489 framework within which regional urban growth management can occur. Clearly stating  
2490 objectives for urban form, and pursuing them comprehensively provides the focal  
2491 strategy for rising to the challenges posed by the growth trends present in the region  
2492 today.

93  
2494 **Urban Growth Boundary.** A boundary which identifies urban and urbanizable lands  
2495 needed during the 20-year planning period to be planned and serviced to support  
2496 urban development densities, and which separates urban and urbanizable lands from  
2497 rural land.

2498  
2499 **Urban Reserve Area.** An area adjacent to the present urban growth boundary defined  
2500 to be a priority location for any future urban growth boundary amendments when  
2501 needed. Urban reserves are intended to provide cities, counties, other service  
2502 providers, and both urban and rural land owners with a greater degree of certainty  
2503 regarding future regional urban form. Whereas the urban growth boundary describes  
2504 an area needed to accommodate the urban growth forecasted over a twenty year  
2505 period, the urban reserves plus the area inside the urban growth boundary estimate the  
2506 area capable of accommodating the growth expected for 50 years.

2507

## 2040 Growth Concept Review/Approval Schedule

December 8, 1994	Metro Council adopts 2040 Growth Concept by resolution. Grants request by cities and counties for additional time to consider Growth Concept before Metro adoption by ordinance.
January 6, 1995	Adopted map and text distributed to cities and counties of the region and interested persons. (Approximately 3,000)
March 15, 1995	First deadline request to planning directors for map and text changes.
April 17, 1995	2040 Framework Newsletter distributed. (45,000+ copies mailed)
April - June	MTAC review of RUGGO amendments
April - July	MPAC review of RUGGO amendments
May 25, 1995	Extended deadline for local government map comments
June 24, 1995	Open House - Metro offices (80+ in attendance)
June 26, 1995	Open House - Milwaukie (100 + in attendance)
June 27, 1995	Open House - Gresham (100+ in attendance)
June 29, 1995	Open House - Beaverton (125+ in attendance)
July 20, 1995	Open House - Damascus
July 12, 1995	Revised RUGGO recommendations approved by MPAC
July 26, 1995	Presentation of draft Concept Map to MPAC
July 27, 1995	Discussion of Concept Map with MTAC, planning directors of the region
August 9, 1995	Discussion of Concept Map at MPAC
August 10, 1995	MTAC Concept Map recommendation vote
August 23, 1995	MPAC Concept Map recommendation vote
September 7, 1995	Presentation of Growth Concept and Map to Metro Council, referral to Planning and Land Use Committee
September 21, 1995	Requested date for Planning and Land Use committee public hearing
October 5, 1995	Requested date for continuation of public hearing
October 19, 1995	Requested date for Planning and Land Use Committee recommendation
November 2, 1995	Requested date for Metro Council public hearing
November 16, 1995	Requested date for Metro Council decision

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GOVERNOR JOHN KITZHABER TALKING POINTS  
OREGON TRANSPORTATION COMMISSION  
August 16, 1995

- We face unprecedented growth in Oregon. The challenge to protect our resource lands while accommodating growth, particularly in the Willamette Valley, will require state government to be prepared in all quarters. Some of the things I say today may sound somewhat disturbing in terms of my view of this agency's role. I hope you will accept them in the spirit in which they are offered—a realistic assessment of this agency's role in meeting the challenges of the 21st century. I believe you have made some excellent strides in re-engineering the way the Oregon Department of Transportation (ODOT) works and, it is my hope, we can build on that work in making the Oregon Transportation Commission (OTC) and ODOT key players in our growth management program.
- Many attempts have been made to coordinate the activities of state agencies as they relate to our land use planning program. The growth council, the livable communities team, and other efforts have served to highlight growth issues. But we have yet to really deliver on an integrated strategy where agency actions and activities occur in concert to accomplish a shared mission in growth management.
- The Region 2040 Plan in the Metro area is a good example of where there was good coordination between the agency and a region. But now we must take an interagency approach to implement that plan to make the region function as it has been planned. Corridor Planning is an opportunity to work with local governments to demonstrate and implement the virtues of sound growth management. The Transportation/Growth Management joint Department of Land Conservation and Development (DLCD) ODOT program holds a great deal of promise in assisting local government through an integrated state response and should, in my opinion, be enhanced. I want to encourage more opportunities for interaction between LCDC and OTC. Your October joint meeting will be a good beginning for this and I have asked my growth management advisor, Greg Wolf, to work with Don Forbes and Dick Benner in shaping a constructive agenda. I have

- A matter that is high on your agenda, as well as mine, is the critical financial condition of the state's highway program. I know that you have recently taken steps to examine alternative financing approaches, and I applaud your efforts. We do not have sufficient resources to meet Oregon's maintenance and construction needs. An adequate infrastructure is absolutely critical, not only to our economy, but to our quality of life. For two legislative sessions we have failed to obtain sufficient funds for our transportation program. Now we hear talk of regions and cities finding their own methods of transportation financing, given the state's inability to contribute. I believe this signals a threat to the state's transportation system. We cannot afford a fractionalized system. In order to make the case for a financing package we must build a broad consensus for it. We cannot repeat failed strategies in our quest for a financing package and we must broaden our base of support beyond those traditionally involved in infrastructure financing to those who care about the economy of the state, public safety, growth management and livability and even education. Inadequate infrastructure affects all segments of our community. Today I want to challenge the Commission and the staff to develop a transportation financing plan. Not just a plan that reflects what the state perceives to be answers to our needs. not just a plan that satisfies special interests. but a plan that expands its base across Oregon communities and develops a consensus for action by the legislature in 1997. The consensus should not be only among those who have been our allies, but also among those segments of Oregon who have not been a part of your constituency in the past. We must think creatively and outside the box to develop a consensus for action. I ask that you provide me with a method for developing an integrated strategy and time frame for a successful financing package by November 1. I am ready to stand as your partner in a well-conceived effort.
- I look forward to working with the Commission and the Department as we prepare ourselves for the challenges that growth will bring us. It is my expectation that the OTC and ODOT will emerge with the leadership required to meet this growth challenge and focus our efforts to produce the kind of state we can be proud to live in.



METRO

Date: September 13, 1995  
To: JPACT/MPAC  
From: Mike Burton, Executive Officer *MBurton*  
Re: Arterial Program -- Region 2040 Compatibility

Attached is a letter I received from Mayor Rob Drake suggesting a stronger emphasis in the proposed Regional Arterial Program for projects to "jump-start" the Region 2040 Growth Concept. I wholeheartedly support this principle and feel that this is very consistent with the direction already set by JPACT. As we move forward on selecting projects and deciding whether to proceed with a ballot measure, it will be important to have further discussions with JPACT to strike the proper balance between improvements to the existing arterial system and targeting projects which jump-start key Region 2040 target areas, particularly high density areas like Regional Centers, LRT Station Areas, Town Centers and Main Streets.

MB:lmk

Attachments



## CITY of BEAVERTON

4755 S.W. Griffith Drive, P.O. Box 4755, Beaverton, OR 97076 TEL: (503) 526-2481 V/TDD FAX: (503) 526-2571

**ROB DRAKE**  
**MAYOR**

September 12, 1995

Mr. Mike Burton  
Metro Executive  
600 N.E. Grand Avenue  
Portland, OR 97232-2736

Dear Mike:

This letter is a follow-up to the points I made during yesterday's Washington County Coordinating Committee (WCCC) meeting. I appreciate that you were in attendance and taking part in the discussion regarding the proposed Washington County road improvements to be funded by the Regional Arterial Program. The discussion highlighted some very significant decisions which will need to be made regarding the region's commitment to the 2040 Concept and maintaining our high quality of life.


I support the Regional Arterial Program proposal to improve the existing road grid system in the metro area. We have regional road improvement needs which can't wait to be constructed. However, if the region is going to make the 2040 Concept work, we need to invest by improving the road infrastructure projects which enhance the 2040 Concept opportunities.

It is apparent to me that the region needs to put its money where we can have the best opportunities to make the 2040 Concept work. Instead of having a "B" projects list for road improvements of a general nature, I'm recommending that a new list which enhances only 2040 concept opportunities be planned for and created. This list would be submitted to the region's voters as part of the Regional Arterial Program. This additional list would supplement the Regional and "A" projects already being created.

The benefits are obvious. We would help provide the necessary road infrastructure in areas which meet the 2040 Concept criteria. The money would be allocated to those developments which need help to get 2040 Concept types of projects jump-started. We know that our citizens and market demand are asking for these kinds of new developments. We can take the initiative to modify the Regional Arterial Program process now and assist Metro in its earlier implementation of the 2040 Concept.

Mike, it is my intention to request that Mayor Gussie McRobert allow some discussion of this idea at tomorrow's MPAC meeting. In addition, I would like your assistance in requesting that JPACT discuss this idea at Thursday morning's meeting. I hope these requests meet with your approval. If there is interest, this could be advanced to the Metro Council and the local governments for discussion and modification. There is still plenty of time to implement these changes and increase the likelihood of the successful passage of the Regional Arterial Program. Please let me know your thoughts.

Sincerely,

  
Rob Drake  
Mayor

c: Mayor Gussie McRobert, City of Gresham



September 13, 1995

METRO

The Honorable Rob Drake  
Mayor of Beaverton  
P.O. Box 4755  
Beaverton, OR 97204

Dear Rob:

Thank you for your letter of September 12, 1995 following the Washington County Coordinating Committee's discussion of the proposed projects to be funded by the Regional Arterial Program. I wholeheartedly concur with your observation that this program should include both projects to upgrade the existing road infrastructure as well as projects to jump-start some of the high density target areas in the 2040 Growth Concept. I believe the program can meet both of these objectives and was pleased with the action taken by JPACT last month which identifies "Region 2040 Compatibility" among the criteria for developing the project list (see Attachment A).

In addition, the subsequent transmittal to local governments asking for project nominations provided further definition of "Region 2040 Compatibility." As you can see in Attachment B, the "Minimum Threshold" covers traditional projects needed on the existing arterial network while the "Preferred Threshold" represents those 2040 target areas that you referred to. In addition, I felt the criteria used to evaluate the candidate projects for the \$27 million Region 2040 Reserve (see Attachment C) was a useful tool in articulating which projects are most important to leverage the 2040 Growth Concept objectives.

As JPACT proceeds to develop the proposal for a Regional Arterial Fund, it will be important to find the right balance between these "traditional" road projects and projects that emphasize implementation of the Region 2040 Growth Concept.

Thank you for your leadership on this issue.

Sincerely,

A handwritten signature in dark ink, appearing to read 'Mike Burton'. The signature is fluid and cursive, with a long horizontal stroke at the end.

Mike Burton  
Executive Officer

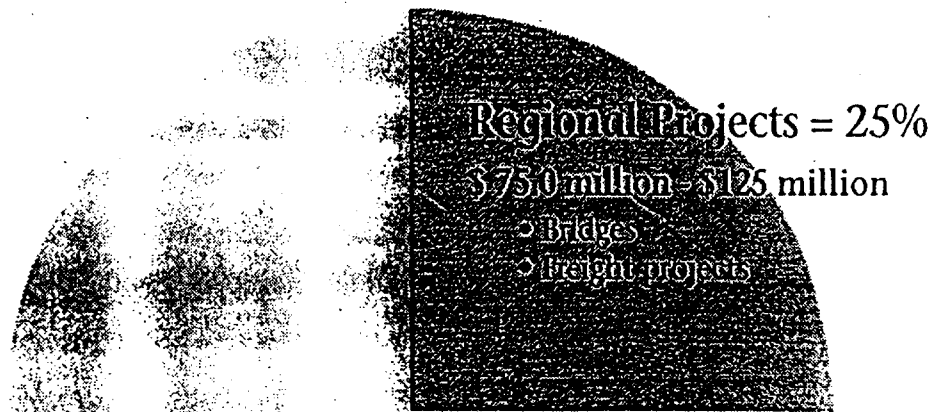
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Attachments  
CC: JPACT  
MPAC



# REGIONAL ARTERIAL PROGRAM:

## Funds Earmarked For Regional Projects And Local Jurisdictions



### Criteria:

- safety
- city improvements
- regional linkages
- critical locations needing service
- Region 2040 compatibility
- traffic management
- jobs/economic development
- major road rehabilitation

### Regionally Significant

Local Projects = 75%

\$ 225.0 million - \$375 million

- Clackamas County/Cities
- Multnomah County/Cities
- Washington County/Cities
- City of Portland

**\$300 to \$500 Million Over 10 Years**

### *Regional Arterial Program:*

*75% targeted for distribution to counties and cities for regionally significant local projects, and 25% targeted for regional bridge and freight projects.*

**REGIONAL ARTERIAL PROGRAM**  
**REGION 2040 COMPATIBILITY STANDARDS**

**Minimum Threshold**

Projects that meet the minimum threshold include:

- ◆ A project that widens a facility from three lanes to five lanes, and bases the capacity increase on traffic projections in the Region 2040 Plan. (A seven lane project on this facility would not be compatible with Region 2040.)
- ◆ A road project that includes bike lanes, when the Regional Transportation Plan calls for bike lanes on that facility.
- ◆ A road project that includes sidewalks, when the Regional Transportation Plan calls for pedestrian facilities in that area.
- ◆ A road project that includes bus pullouts and other transit amenities based on the facility's designation as a transit corridor in the Region 2040 Plan.

**Preferred Threshold**

Projects that meet the preferred threshold include:

- ◆ A transportation project that provides the needed additional access into a Regional Center, thus leveraging the high density land use aspects called for in Region 2040.
- ◆ A project that provides needed additional freight access to an area designated as an industrial sanctuary in the RTP and Region 2040.
- ◆ A project that improves bicycle, pedestrian, and road circulation within a Regional Center, Town Center, or along a bus corridor, thus helping to achieve higher densities in the area.
- ◆ A project that provides needed access to, and circulation within, a Light Rail Station Area, thus helping to achieve higher densities in the area.

**Not Compatible**

Projects that are not compatible with Region 2040 include all projects that fail to meet the minimum or preferred thresholds (described above).

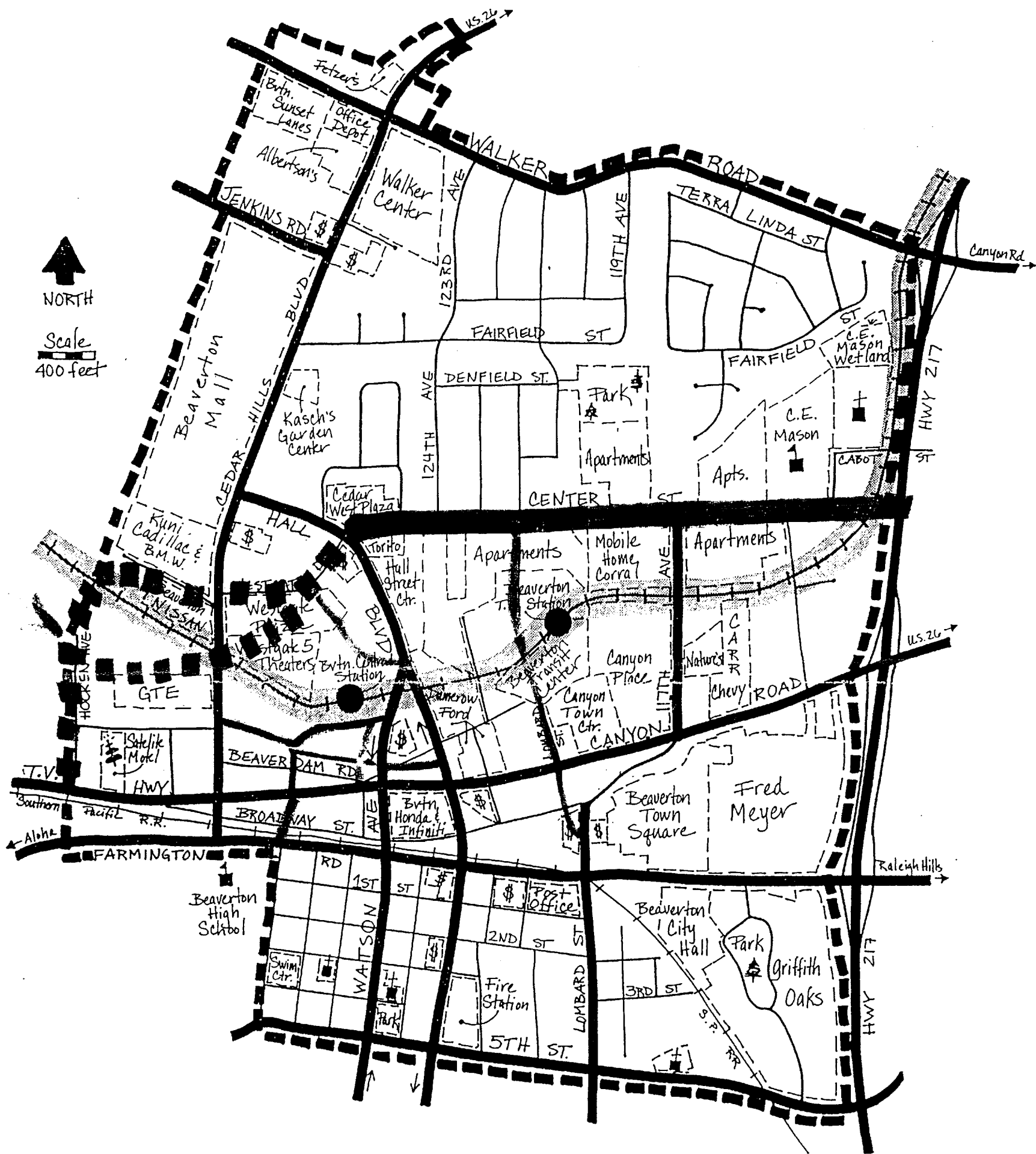
- ◆ A project that widens a facility beyond the capacity required to meet Region 2040 projections.
- ◆ A road improvement project that does not incorporate the bicycle, pedestrian and transit facilities called for by the Regional Transportation Plan on designated routes.

2040 Transportation Prioritization Criteria

Project Types	Central Cities Regional Centers	Industrial Sanctuaries	Main Streets Transit Ctrs. LRT Stations Bus Corridors	Neo-trad. Single-Family	Mixed Employ. & Single-Family
Freeways & Arterials (to & within)	H	H	M	M	L
Transit Facilities (to & within)	H	L	M	M	L
Regional Bike Routes (to & within)	H	M	M	M	L
Local Streets, Sidewalks, Bike Paths (within)	H	L	M	M	L

High = 25 points  
Medium = 10 points  
Low = 0 points

# BEAVERTON TRANSIT CENTER AND BEAVERTON CENTRAL STATION AREA



Corrin Glaffla

Prepared by the Staff of  
Washington County  
Dept. of Land Use and Transportation  
Hillsboro, Oregon • May, 1994

## LEGEND:

-  Funded Grid Projects
-  Regional/Arterial Fund Project (East/West Circulation)
-  Regional Arterial Fund Downtown Grid
-  Alignment Alternative

# M E M O R A N D U M

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



**METRO**

Date: September 6, 1995  
To: JPACT  
From: *MH* Michael Hoglund, Transportation Planning Manager  
Subject: FY 96-97 Transportation Growth Management Program

Attached for your review is a proposed schedule for adoption of the Metro area portion of the ODOT/LCDC Transportation Growth Management (TGM) program for the FY 96-97 biennium. Also attached is a listing of TGM projects submitted within ODOT Region 1. The Region 1 list totals over \$4 million, with approximately \$2.1 million in funding available.

The purpose of the program is to assist agencies and local jurisdictions to implement the Transportation Planning Rule and examine land use alternatives to address transportation needs. As established through the grant program, JPACT, MPAC, and the Metro Council are responsible for recommending to ODOT and LCDC those projects we support for funding. As you can see in the schedule, JPACT will be asked to endorse a program of TGM projects at their October 12 meeting. Included in your information packet for that meeting will be additional information on each application, its technical score and rank, and a TPAC/MTAC recommendation for a grant package.

Feel free to call me 797-1743 if you would like additional or early information on the program.

MH

**Transportation Growth Management Planning Grants  
Region 1  
Metro Decision Process 1995**

September 5, 1995 to September 20, 1995	Metro/DLCD/ODOT Staff Review and Recommendations on Grant Awards
September 21, 1995	Action by Executive Officer Recommendation on Grant Awards
September 28, 1995	Action by MTAC Recommendation on Grant Awards
September 29, 1995	Action by TPAC Recommendation on Grant Awards
October 5, 1995	Briefing for Metro Council Cotugno/Fregonese/ODOT/DLCD
October 11, 1995	Action by MPAC Fregonese/ODOT/DLCD
October 12, 1995	Action by JPACT Cotugno/ODOT/DLCD
to be determined	Action by Metro Land Use/Planning Committee Recommendation on Grant Awards Cotugno/Fregonese/DLCD/ODOT
October 26, 1995	Action by Metro Council Endorsement of Grant Awards
October 28, 1995	DLCD/ODOT Announcement of Grant Awards

## 1995-97 Grant Applications

TGM Code	Jurisdiction	Title	Categor	Region	Amount Requested
1.31	City of Beaverton	Property Redevelopment Alternatives for Beaverton's Automobile-Dependen	1/2/3	1	\$72,150.00
1.49	City of Beaverton	South Tektronix Neighborhood Plan	2&3	1	\$75,000.00
1.32	City of Beaverton	Transportation System Plan Update		1	\$49,000.00
1.52	City of Cascade Locks	Cascade Locks Comprehensive Street & Transportation Plan		1	\$39,625.00
1.70	City of Cornelius	Cornelius Main Street District Plan	1/2/3	1	\$142,205.00
1.51	City of Estacada	City of Estacada's Transportation System Plan Update		1	\$50,000.00
1.42	City of Forest Grove	Transportation System Plan		1	\$41,175.00
1.38	City of Forest Grove	Forest Grove Town Center Development Plan		3	\$49,975.00
1.48	City of Gresham	Gresham Transportation System Plan		1	\$100,000.00
1.39	City of Gresham	Land Use Alternatives Public Outreach		2	\$25,025.00
1.26	City of Gresham	Central Rockwood Focused Public Investment Plan		3	\$49,750.00
1.22	City of Gresham	Downtown Gresham Central Rockwood Parking Master Plan		3	\$48,000.00
1.55	City of Happy Valley	Happy Valley Transportation System Plan		1	\$40,000.00
1.59	City of Hillsboro	Hillsboro Transportation System Plan		1	\$50,000.00
1.56	City of Hillsboro	Downtown Hillsboro Station community Plan (Regional Center) Traffic and		2	\$30,000.00
1.58	City of Hillsboro	Tanasbourne/Amberglen Town Center Plan		3	\$50,000.00
1.60	City of Hillsboro	Mainstreets/Neighborhood Commercial Implementation Program		3	\$35,000.00
1.57	City of Hillsboro	Orenco and Quatama LRT Station Area Infrastructure Development		3	\$50,000.00
1.44	City of Hood River	Urban Area Transportation System Plan		3	\$84,000.00
1.2	City of Lake Oswego	Transportation System Plan		1	\$49,925.50
1.43	City of Milwaukie	Regional Center Management Plan	1/2/3	1	\$119,797.00
1.20	City of Milwaukie	Lake Road Multimodal Connection Plan		1	\$15,700.00
1.21	City of Milwaukie	Riverfront To Springwater Trails Connection Plan		1	\$17,448.00
1.41	City of Oregon City	Regional Center Management Plan	1/2/3	1	\$94,092.22
1.19	City of Portland	West Burnside Corridor Study	2&3	1	\$29,000.00
1.9	City of Portland	TPR Parking Plan Phase II		1	\$13,459.50
1.3	City of Portland	Pedestrian Plan Project Development		1	\$20,000.00
1.4	City of Portland	Model Bicycle and Walk to School Plan		1	\$35,000.00

## 1995-97 Grant Applications

TGM					
Code	Jurisdiction	Title	Categor	Region	Amount Requested
1.10	City of Portland	Broadway Weidler Corridor Demonstration Development Projects	2	1	\$47,000.00
1.17	City of Portland	Lents Town Center: Strategy for Transition	3	1	\$50,000.00
1.18	City of Portland	Gateway Regional Center vision & Strategy	3	1	\$50,000.00
1.5	City of Portland Bureau of Plannin	West Portland Town Center	1&3	1	\$50,000.00
1.24	City of Portland (PDC)	Transit Supportive Development Resource Manual	2&3	1	\$50,000.00
1.8	City of Portland (PDC)	Collins Circle Redevelopment Strategy; Goose Hollow	3	1	\$50,000.00
1.23	City of Portland (PDC)	Collins Circle Redevelopment Strategy: Goose Hollow	3	1	\$50,000.00
1.7	City of Portland (PDC)	Albina Mixed-Use Project Handbook	3	1	\$44,500.00
1.6	City of Portland, Transportation Pl	2040 Centers Transportation Descriptors and Alternative Mode Planning	1	1	\$50,000.00
1.45	City of Sandy	City of Sandy Public Facility Policies and Capital Improvement Plan	3	1	\$62,900.00
1.54	City of St. Helens	St. Helens Transportation Plan	1	1	\$50,000.00
1.47	City of Tigard	Urban Service Provision Plan	3	1	\$45,000.00
1.40	City of Troutdale	257th Ave. Enhancement Study	1&2	1	\$36,500.00
1.25	City of Troutdale	Troutdale Edgefield Station	1/2/3	1	\$49,200.00
1.79	City of Troutdale	Troutdale Town Center Plan	1/2/3	1	\$68,950.00
1.69	City of West Linn	Transportation System Plan	1	1	\$49,587.00
1.14	City of Wilsonville	Transportation Efficient Visual Design Standards	2&3	1	\$50,000.00
1.12	City of Wilsonville	Transportation-Efficient Land Use	2&3	1	\$75,000.00
1.13	City of Wilsonville	Transportation Master Plan Update	1	1	\$50,000.00
1.27	Clackamas County	Damascus Urban reserve Study, Phase II	1&2	1	\$60,000.00
1.29	Clackamas County	Local Streets Traffic Calming and Skinny Street Standards for Clackamas Co	1	1	\$50,000.00
1.30	Clackamas County	TPR Design guidelines	1	1	\$48,310.00
1.28	Clackamas County	Clackamas County Transportation System Plan	1	1	\$70,000.00
1.11	Clackamas County	North Clackamas Urban Service Agreement Project Phase II	3	1	\$100,000.00
1.53	Columbia County	Transportation System Plan Development	1	1	\$29,500.00
1.67	Metro	Shared Parking Project	1&2	1	\$50,000.00
1.63	Metro	Regional Street Design Study	1&2	1	\$94,846.00
1.64	Metro	Accessibility Measures Project	1&2	1	\$47,494.00



## 1995-97 Grant Applications

TGM								
Code	Jurisdiction	Title	Categor	Region	Amount Requested			
1.68	Metro	TOD Implementation - Phase II, Continuing Program Definition	2&3	1	\$60,000.00			
1.62	Metro	Regional Parking Management Program - Phase II	1	1	\$37,243.00			
1.61	Metro	Bicycle Use Forecasting Improvements	1	1	\$50,000.00			
1.66	Metro	Growth management and Schools	3	1	\$58,848.00			
1.15	Multnomah County	Design Standards Revision	1	1	\$47,000.00			
1.16	Multnomah County	Bikeways Master Plan Update	1	1	\$29,600.00			
1.1	Multnomah County	UGM Grant Project for Rockwood Water PUD et at	3	1	\$25,000.00			
1.65	North Plains/Metro	North Plains/Metro Neighboring City Study	3	1	\$69,776.00			
1.46	Port of Portland	PDX Transportation Management Association Feasibility assessment and Im	1	1	\$41,365.53			
1.50	Tri-Met	Primary Transit Network/Phase II	1	1	\$41,000.00			
1.36	Washington County	Design Criteria for Park, Recreation, and Open Space Areas in Light Rail Sta	1&3	1	\$49,163.00			
1.76	Washington County	Implementation of Narrower Local Street Standards and Neighborhood Traffic	1&3	1	\$17,840.00			
1.72	Washington County	Expedited Development Review Procedures for Light Rail Station Areas	1/2/3	1	\$23,555.00			
1.74	Washington County	Cedar Mill Town Center Plan	2&3	1	\$59,234.00			
1.75	Washington County	Pedestrian Plan	1	1	\$50,000.00			
1.35	Washington County DLUT	Neighborhood Commercial Implementation Plan	1&2	1	\$19,650.00			
1.78	Washington County DLUT	Parking Standards for Light Rail Station Area	1&3	1	\$22,305.00			
1.37	Washington County DLUT	Consideration of New Landscaping Standards in Transit corridors and Station	2&3	1	\$43,386.00			
1.73	Washington County DLUT	Implementation of HB 3133	2&3	1	\$14,256.00			
1.77	Washington County DLUT	Urban Collector System Study	1	1	\$49,317.00			
1.34	Washington County DLUT	SB 122 Public Involvement Work	3	1	\$58,324.50			
1.33	Washington County DLUT	SB 122 Technical Work	3	1	\$59,186.00			
1.71	Western Advocates, Inc.	Negotiation of Urban Services Agreements for the Special Districts Serving	3	1	\$94,684.76			
2.58	Benton County	Preparation of Benton County Revised Transportation Plan -- Phase II Activities	1	2	\$50,000.00			
2.42	City of Albany	Albany Local Street Plan	1	2	\$10,000.00			
2.43	City of Albany	Albany Square Specific Plan	3	2	\$52,920.00			
2.12	City of Corvallis	Corvallis transit Master Plan	1	2	\$27,400.00			
2.13	City of Corvallis	South Corvallis Area Refinement Plan	2	2	\$53,000.00			

08/24/95

Jurisdiction	Project	Category	Tools	Region	Amount Requested	Consultant Amount
Multnomah County	UOM Grant Project for Rockwood Water PUD et al			1	\$25,000.00	\$25,000
City of Lake Oswego	Transportation System Plan	1		1	\$49,925.50	\$41,580
City of Portland	Pedestrian Plan Project Development	1		1	\$20,000.00	
City of Portland	Model Bicycle and Walk to School Plan	1		1	\$35,000.00	
City of Portland Bureau of Planning	West Portland Town Center	1&3		1	\$50,000.00	\$44,000
City of Portland, Transportation Pl	2040 Centers Transportation Descriptors and Alternative Mode Pl	1		1	\$50,000.00	
City of Portland (PDC)	Albina Mixed-Use Project Handbook	3	5	1	\$44,500.00	\$36,200
City of Portland (PDC)	Collins Circle Redevelopment Strategy; Goose Hollow	3	5	1	\$50,000.00	\$18,000
City of Portland	TPR Parking Plan Phase II	1		1	\$11,459.50	
City of Portland	Broadway Welder Corridor Demonstration Development Projects	2		1	\$47,000.00	\$42,000
Clackamas County	North Clackamas Urban Service Agreement Project Phase II	3	2,3	1	\$100,000.00	\$188,000
City of Wilsonville	Transportation-Efficient Land Use	2&3	7	1	\$75,000.00	\$125,000
City of Wilsonville	Transportation Master Plan Update	1		1	\$50,000.00	\$100,000
City of Wilsonville	Transportation Efficient Visual Design Standards	2&3	1	1	\$50,000.00	\$60,000
Multnomah County	Design Standards Revision	1		1	\$47,000.00	\$28,650
Multnomah County	Bikeways Master Plan Update	1		1	\$29,600.00	
City of Portland	Lents Town Center: Strategy for Transition	3		1	\$50,000.00	\$20,000
City of Portland	Gateway Regional Center vision & Strategy	3		1	\$50,000.00	\$20,000
City of Portland	West Burnside Corridor Study	2&3	7/10/11	1	\$29,000.00	
City of Milwaukie	Lake Road Multimodal Connection Plan	1		1	\$15,700.00	\$8,760
City of Milwaukie	Riverfront To Springwater Trails Connection Plan	1		1	\$17,448.00	\$11,825
City of Gresham	Downtown Gresham Central Rockwood Parking Master Plan	3		1	\$48,000.00	\$1,800
City of Portland (PDC)	Collins Circle Redevelopment Strategy; Goose Hollow	3	5	1	\$50,000.00	\$18,000
City of Portland (PDC)	Transit Supportive Development Resource Manual	2&3	7	1	\$50,000.00	\$12,500
City of Troutdale	Troutdale Edgefield Station	1/2/3		1	\$49,200.00	\$37,400
City of Gresham	Central Rockwood Focused Public Investment Plan	3	11	1	\$49,750.00	\$17,550
Clackamas County	Damascus Urban Center Study, Phase II	1&2		1	\$60,000.00	\$22,000
Clackamas County	Clackamas County Transportation System Plan	1		1	\$70,000.00	
Clackamas County	Local Streets Traffic Calming and Skinny Street Standards for Cts	1		1	\$50,000.00	\$28,240
Clackamas County	TPR Design guidelines	1		1	\$48,310.00	\$9,000
City of Beaverton	Property Redevelopment Alternatives for Beaverton's Automobile	1/2/3		1	\$72,150.00	\$69,150
City of Beaverton	Transportation System Plan Update	1		1	\$49,000.00	\$49,000

Post-it® Fax Note	1/671	Date	8/24/95	Page	3
To	Carleen Zahman	From	City of Beaverton		
Co./Dept.		Co.			
Phone #		Phone #			

3	Washington County DLUT	SB 122 Technical Work	3	2, 3	1	\$59,186.00	
4	Washington County DLUT	SB 122 Public Involvement Work	3	2, 3	1	\$38,324.50	\$58,854
5	Washington County DLUT	Neighborhood Commercial Implementation Plan	1&2		1	\$19,650.00	
6	Washington County	Design Criteria for Park, Recreation, and Open Space Areas in Li	1&3		1	\$49,163.00	
7	Washington County DLUT	Consideration of New Landscaping Standards in Transit corridors	2&3	7	1	\$43,386.00	\$32,000
8	City of Forest Grove	Forest Grove Town Center Development Plan	3	6	1	\$49,975.00	\$48,975
9	City of Oresham	Land Use Alternatives Public Outreach	2		1	\$25,025.00	\$14,623
10	City of Troutdale	257th Ave. Enhancement Study	1&2		1	\$36,500.00	\$36,500
11	City of Oregon City	Regional Center Management Plan	1/2/3	5, 7, 8	1	\$94,092.22	\$44,250
12	City of Forest Grove	Transportation System Plan	1		1	\$41,175.00	\$40,675
13	City of Milwaukie	Regional Center Management Plan	1/2/3	5, 8, 7	1	\$119,797.00	\$39,840
14	City of Hood River	Urban Area Transportation System Plan	3		1	\$84,000.00	\$84,000 >
15	City of Sandy	City of Sandy Public Facility Policies and Capital Improvement Pl	3		1	\$62,900.00	\$60,700
16	Port of Portland	PDX Transportation Management Association Feasibility assessm	1		1	\$41,765.53	\$40,800
17	City of Tigard	Urban Service Provision Plan	3		1	\$45,000.00	\$45,000
18	City of Gresham	Gresham Transportation System Plan	1		1	\$100,000.00	\$10,000
19	City of Beaverton	South Tektronix Neighborhood Plan	2&3	7	1	\$75,000.00	\$74,500
20	Tri-Met	Primary Transit Network/Phase II	1		1	\$41,000.00	\$40,400
21	City of Escanaba	City of Escanaba's Transportation System Plan Update	1		1	\$50,000.00	\$50,550 >
22	City of Cascade Locks	Cascade Locks Comprehensive Street & Transportation Plan	1		1	\$39,625.00	\$39,625 >
23	Columbia County	Transportation System Plan Development	1		1	\$29,500.00	>
24	City of St. Helens	St. Helens Transportation Plan	1		1	\$50,000.00	\$100,000 >
25	City of Happy Valley	Happy Valley Transportation System Plan	1		1	\$40,000.00	\$10,000
26	City of Hillsboro	Downtown Hillsboro Station community Plan (Regional Center) T	2		1	\$30,000.00	\$10,000
27	City of Hillsboro	Oregon and Quatana LRT Station Area Infrastructure Developme	3		1	\$50,000.00	\$50,000
28	City of Hillsboro	Tanastowne/Amberglen Town Center Plan	3		1	\$50,000.00	\$82,943
29	City of Hillsboro	Hillsboro Transportation System Plan	1		1	\$50,000.00	\$86,525
30	City of Hillsboro	Mainstreet/Neighborhood Commercial Implementation Program	3		1	\$35,000.00	\$15,000
31	Metro	Bicycle Use Forecasting Improvements	1		1	\$50,000.00	\$44,500
32	Metro	Regional Parking Management Program - Phase II	1		1	\$37,243.00	\$31,200
33	Metro	Regional Street Design Study	1&2		1	\$94,846.00	\$87,375
34	Metro	Accessibility Measures Project	1&2		1	\$47,494.00	\$12,000

5	North Plains/Metro	North Plains/Metro Neighboring City Study	3	1	\$69,776.00	\$50,500
6	Pro	Growth Management and Schools	3	1	\$58,848.00	\$0000
7		Shared Parking Project	1&2	1	\$50,000.00	\$25,050
8	Metro	TOD Implementation - Phase II, Continuing Program Definition	2&3	1	\$60,000.00	\$35,000
9	City of West Linn	Transportation System Plan	1	1	\$49,587.00	\$43,485
0	City of Cornelius	Cornelius Main Street District Plan	1/2/3	1	\$142,205.00	\$98,975
1	Western Advocates, Inc.	Negotiation of Urban Services Agreements for the Special District	3	3	\$94,684.76	\$57,375
2	Washington County	Expedited Developmental Review Procedures for Light Rail Station	1/2/3	7	\$71,555.00	
3	Washington County DLUT	Implementation of HB 3133	2&3	7	\$14,256.00	
4	Washington County	Cedar Mill Town Center Plan	2&3	1	\$59,234.00	\$51,000
5	Washington County	Pedestrian Plan	1	1	\$30,000.00	
6	Washington County	Implementation of Narrower Local Street Standards and Neighbor	1&3	7	\$17,840.00	
7	Washington County DLUT	Urban Collector System Study	1	1	\$49,317.00	\$33,050
8	Washington County DLUT	Parking Standards for Light Rail Station Area	1&3	1	\$22,305.00	
9	City of Troutdale	Troutdale Town Center Plan	1/2/3	1	\$68,950.00	\$53,450
TOTAL					\$4,024,848.01	\$2,924,277

COMMITTEE MEETING TITLE JPACT

DATE 9-14-95

NAME

AFFILIATION

~~Susan McLean~~  
~~Bill Degeest~~  
 DAN SALTZWAN  
 Andy Cotugno  
 Ed Manno  
 Mike Burton  
 ROB DRAKE  
 DON MORISSETTE  
 Dave Lohman  
 Dean Lookingbill  
 Bob Post  
 Claudiette LaVert  
 Linda Peters  
 GREG GREEN  
 Mary Hegny  
 Craig Lomack  
 BOB SANDOR  
 MAUREEN MURPHY  
 Terry Whisler  
 Kathy Busse  
 BILL BRANDON  
 Bob Bothman  
 Pat Allmeyer

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 Clackamas County  
 Mult. Co.  
 metro  
 Metro Council  
 Metro Exec  
 CITIES OF WASH. CO.  
 METRO  
 Port of Portland  
 XTC  
 TRI-MET  
 Cities of Mult. Co.  
 Wash Co.  
 DEQ  
 WSDOT  
 Cities of Clackamas Co.  
 CLACKAMAS CO.  
 CITIZEN  
 metro  
 Mult. Co.  
 City of Happy Valley  
 MCCI

COMMITTEE MEETING TITLE \_\_\_\_\_

DATE \_\_\_\_\_

NAME

AFFILIATION

GB Arrington

TRI-Met

STEVE DOTTERER

CITY OF PORTLAND STAFF

Meeky Blizzard

City of Portland

Doug Bollam

Citizen

Ken Sandblast

Citizen