

Metro | Agenda

Meeting: Metro Council Work Session
Date: Thursday, Feb. 27, 2014
Time: 2 p.m.
Place: Council Chamber

CALL TO ORDER AND ROLL CALL

- 2 PM 1. **ADMINISTRATIVE / CHIEF OPERATING OFFICER COMMUNICATION**
- 2:15 PM 2. **CLIMATE SMART COMMUNITIES SCENARIOS PROJECT: UPDATE ON FRAMING POLICY QUESTIONS FOR JOINT MPAC/JPACT MEETINGS AND PLANNED ENGAGEMENT ACTIVITIES – INFORMATION/DISCUSSION** **John Williams, Metro
Kim Ellis, Metro
Peggy Morell, Metro**
- 3:15 PM 3. **COUNCIL LIAISON UPDATES**

ADJOURN

EXECUTIVE SESSION HELD PURSUANT WITH ORS 192.660.2(h). TO CONSULT WITH COUNSEL CONCERNING THE LEGAL RIGHTS AND DUTIES OF A PUBLIC BODY WITH REGARD TO CURRENT LITIGATION OR LITIGATION LIKELY TO BE FILED.

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Agenda Item No. 2.0

**CLIMATE SMART COMMUNITIES SCENARIOS
PROJECT: UPDATE ON FRAMING POLICY
QUESTIONS FOR JOINT MPAC/JPACT MEETINGS
AND PLANNED ENGAGEMENT ACTIVITIES**

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Metro Council Work Session
Thursday, Feb. 25, 2014
Metro, Council Chamber

METRO COUNCIL

Work Session Worksheet

PRESENTATION DATE: February 27, 2014 **TIME:** 2:15 p.m. **LENGTH:** 60 minutes

PRESENTATION TITLE: Climate Smart Communities Scenarios Project: Update on framing policy questions for joint MPAC/JPACT meetings and planned engagement activities

DEPARTMENT: Planning and Development; Communications

PRESENTER(S): John Williams, Kim Ellis (x1617, kim.ellis@oregonmetro.gov) and Peggy Morell

WORK SESSION PURPOSE & DESIRED OUTCOMES

- **Purpose:** Staff will provide a project update on: (1) recent briefings related to the project; (2) framing policy questions for MPAC and JPACT discussion on April 11 and May 30; and (3) planned engagement activities, including a scientific telephone survey of 600 residents, to inform upcoming policy discussions and recommendations.
- **Outcome:** Council provides feedback and input to staff on the policy questions being developed for MPAC and JPACT discussion and topics that would be most helpful to learn more about through a scientific opinion survey to be conducted in March.

BACKGROUND

The Climate Smart Communities Scenarios Project was initiated in response to a mandate from the 2009 Oregon Legislature to reduce per capita greenhouse gas emissions from cars and small trucks by 20 percent below 2005 levels by 2035.

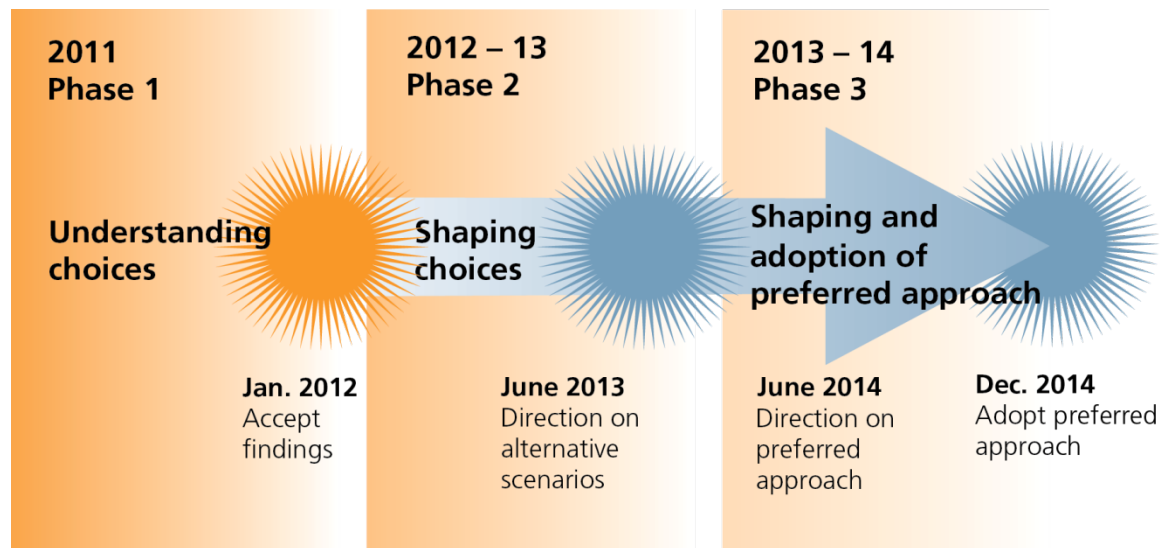
In 2014, the Climate Smart Communities Scenarios Project will engage community, business, public health and elected leaders in a discussion to shape and adopt a preferred approach that meets the state mandate and supports local and regional plans for downtowns, main streets and employment areas.

The results of the Phase 2 scenarios' analysis demonstrate that implementation of regional and locally adopted land use and transportation plans and policies make the state-mandated greenhouse gas emissions reduction target achievable – if we make the investments and take the actions needed to implement those plans.

The preferred approach that is developed in 2014 will start with the plans cities, counties and the region have adopted - from local zoning, capital improvement plans, comprehensive and transportation system plans to the 2040 Growth Concept and regional transportation plan - to create great communities and build a vibrant economy.

The project is currently on track to meet its legislative and administrative mandates. **Figure 1** shows the project timeline.

Figure 1. Climate Smart Communities Project Timeline



CHANGES SINCE COUNCIL LAST CONSIDERED THIS ITEM

- On January 28, **the Oregon Department of Transportation and Land Conservation and Development Commission** submitted a progress report to the Oregon House and Senate interim committees related to transportation on progress toward implementing the land use and transportation scenario planning described in section 37 of House Bill 2001.¹ The 2014 report is the third of a series of three legislatively required reports in HB 2001. The report includes:
 - The rules adopted by the Land Conservation and Development Commission to guide Metro as it develops and selects a preferred land use and transportation scenario to meet their greenhouse gas emissions reduction target;
 - A description of Metro’s completed planning and work remaining to be completed; and
 - ODOT and LCDC’s recommendation on how the scenario planning requirements in HB 2001 should be extended to the Eugene-Springfield and Salem-Keizer metropolitan planning organization areas or to cities that have significant levels of commute trips to destinations within metropolitan areas.
- At the Jan. 7 briefing, Council supported the staff recommended process for shaping and adopting the preferred approach in 2014. Since then, the **Metro Policy Advisory Committee and the Joint Policy Advisory Committee on Transportation approved moving forward** with the eight-step process recommended for shaping and adopting the preferred approach in 2014. MPAC’s approval on February 12 was unanimous. JPACT’s approval was received on February 13. The Clackamas County representative on JPACT abstained, citing concerns raised by some members of the Clackamas County Board of Commissioners; all other JPACT members present voted in favor of moving forward. **Attachment 2** shows the approved 8-step process.

¹ <http://www.oregon.gov/ODOT/TD/OSTI/docs/Reports/LegRpt2014.pdf>

- Metro Councilors and staff provided a **project update to the Land Conservation and Development Commission** on February 14. The commission gave strong support and praise for the significant technical, engagement and policy work completed to date. Members underscored the project's ongoing theme that planning for climate change and achieving broader community goals are not opposing objectives. The director of the Department of Land Conservation and Development (DLCD) strongly recommended that Metro engage now with the Governor's advisors to discuss how the project could inform priorities for the 2015 legislative session, particularly given the project's emphasis on investing in communities in combination with state actions related to cleaner fuels and more fuel-efficient vehicles as the way to meet state climate goals and broader goals for clean air and water, healthy communities and a vibrant regional economy. The next LCDC briefing will be at the September 25-26 commission meeting. Commissioner Lidz (the LCDC liaison to the project) was also invited to attend the April 11 and May 30 joint MPAC/JPACT meetings.
- The **Oregon Department of Transportation staff updated the Statewide Transportation Strategy Short-Term Implementation Plan.² ODOT staff provided an update to JPACT on February 12 and MTAC on February 19, and is scheduled to provide briefings to MPAC and TPAC on February 26 and 28, respectively.** Accepted by the Oregon Transportation Commission in March 2013, the Statewide Transportation Strategy (STS)³ Vision identifies 18 strategies for Oregon to pursue to reduce greenhouse gas emissions from transportation. The Short-Term Implementation Plan identifies priority actions ODOT will pursue in the next 2 to 5 years to move the STS vision forward. By design, the actions identified represent "low-hanging fruit:" strategies with a relatively high degree of political acceptance, actions that maximize existing work, or actions that can be pursued at a relatively low level of effort with moderate returns. In many cases, the actions called for more study and the OTC is scheduled to discuss the implementation plan at its February 20 meeting.

On February 12, JPACT unanimously adopted a motion directing that a letter be sent to the OTC asking the commission to direct ODOT staff to work with local agency staff to strengthen the Short-Term Implementation Plan for the Oregon Statewide Transportation Strategy (STS) for reducing greenhouse gas emissions. The letter will also recommend that the commission direct their staff to also seek input from relevant statewide stakeholder advisory committees organized to advise the OTC and ODOT on the Oregon Bicycle and Pedestrian Plan, the Statewide Transportation Improvement Program, the Oregon Freight Plan, the Oregon Public Transit Program and the Oregon Transportation Options Plan.

On February 19, MTAC members raised several additional comments for consideration by ODOT staff and the Metro Policy Advisory Committee at their February 26 meeting, including:

- It is important for state agencies to prioritize actions to ensure assumptions for cleaner fuels and more fuel-efficient vehicles are realized.

² http://www.oregon.gov/ODOT/TD/OSTI/Pages/sts_implementation.aspx

³ <http://www.oregon.gov/ODOT/TD/OSTI/Pages/STS.aspx> and

http://www.oregon.gov/ODOT/TD/OSTI/docs/STS/AttachC_SummarySheets.pdf

- Pay-as-you-drive insurance was identified as one strategy that did not have a direct connection to ODOT or other state agencies because it is implemented through the private sector, yet has been found to result in significant greenhouse gas emissions reductions.
- MTAC recognized that ODOT is not solely responsible for all STS actions and identified the need for more coordination and leadership across state agencies to ensure the actions they are responsible for are implemented. The Governor's office was suggested as an appropriate place for ensuring this coordination occurs.
- The STS relies on substantial increases in transit service in the Portland metropolitan region. It will be important for the STS Short-term Implementation Plan to also include near-term actions to work with the region and others to advance this element for consideration by the 2015 Legislature.
- MTAC highlighted an overall concern that in March 2013 the OTC was not asked to adopt the STS like the Portland region is being asked to adopt its preferred approach through the Climate Smart Communities effort. Adoption of the STS would signal a stronger commitment to follow through with implementing the STS vision across ODOT programs and departments.
- Questions were also raised about how the state will monitor greenhouse gas emissions moving forward and whether there would be an expectation for ODOT and local governments to assess individual transportation project impacts.

MPAC and TPAC will have an opportunity to share any additional comments they recommend to be carried forward to the Oregon Transportation Commission as part of a planned briefing to OTC by Metro on the Climate Smart Communities Scenarios Project on March 20.

- **Regional transportation planning staff began the analysis of the transportation investment priorities submitted by ODOT, TriMet, the South Metro Area Rapid Transit (SMART) district, the Port of Portland and local governments for inclusion in the 2014 Regional Transportation Plan (RTP).** The investment priorities submitted by project sponsors reflect two levels of funding: a fiscally constrained level of investment and a more aspirational level of investment. A system performance analysis and draft 2014 RTP will be released for public review from March 21 to May 5, 2014. A preview of the analysis results and public review materials will be available in March. As part of MPAC and JPACT approval of the CSC process, the committees recommended that the process not determine which 2014 RTP level of investment to assume for streets and highways and active transportation until after the 2014 RTP system analysis is complete. A recommendation from the Metro Technical Advisory Committee (MTAC) and the Transportation Policy Alternatives Committee (TPAC) will be brought forward for MPAC and JPACT consideration as part of the May 30 joint meeting.
- **The Oregon Health Authority completed a technical review of their health impact assessment** of the three scenarios tested in 2013. OHA's findings and recommendations will be reported to technical advisory committees in March and policymakers in April.
- **Adam Davis briefed MPAC and JPACT on the results of a compilation of existing DHM opinion research** related to land use and transportation strategies being considered in the CSC

project to reduce greenhouse gas emissions.⁴ Members were asked to provide input on potential topics to be asked about in a new survey planned for March. **Council will have an opportunity to provide input on potential topics and questions to be included in the next survey at the Feb. 27 work session.** The upcoming survey will be conducted with a scientific random sampling of 600 residents (200 residents from each of the region’s three counties). Additionally, an online survey will be available concurrently from March 21- May 5 to enhance community participation and engagement on the project.

- **Consistent with direction provided by Council last July, a number of engagement activities continued moving forward to** inform development and adoption of a preferred approach in 2014. This work included further coordination of outreach being conducted with the planned comment period for the 2014 RTP update, the Metropolitan Transportation Improvement Program and the Regional Active Transportation Plan. **Figure 2** provides a summary of Phase 3 engagement activities and Council milestones for reference.

FIGURE 2. PHASE 3 PROJECT MILESTONES AND PUBLIC PARTICIPATION OPPORTUNITIES



From January to May 2014, Metro will facilitate a Community Choices discussion to explore policy choices and trade-offs. The January through March policy committee meetings are proposed to focus on providing additional background information in advance of two joint MPAC/JPACT meetings – April 11 and May 30. During this period, community and business leaders, local governments and the public will also be asked to weigh in on which investments and actions should be included in the region’s preferred approach, with a focus on the regional policy areas proposed for discussion and input. On-line comment opportunities, interviews, discussion groups, community events and public opinion research will be used to gather input. To the extent possible, these engagement activities will be coordinated with the 2014 RTP update comment period, including the use of a shared on-line comment tool. A public engagement summary report and recommendations for the draft preferred approach will be provided to Metro’s technical and policy advisory committees prior to the second joint MPAC/JPACT meeting (May 30).

⁴ The executive summary and presentation can be accessed at:
http://library.oregonmetro.gov/files/dhm_factsheet_exsum_021214.pdf and
http://library.oregonmetro.gov/files/climate_smart_presentation_02_12_14.pdf

The April and May joint MPAC/JPACT meetings will use interactive, facilitated discussions to build consensus on what investments and actions should be included in the draft preferred approach for Steps 1-4 shown in Attachment 2. The May joint meeting is proposed to conclude with a formal recommendation to the Metro Council from each committee recommending preliminary approval of the draft preferred approach, subject to final analysis and public comment. The Metro Council will then consider MPAC and JPACT's recommendation in June. The action is anticipated to direct staff to move forward with Steps 6-8 of the process, which includes evaluating the agreed-upon draft preferred approach, reporting back on the results of the evaluation in September and preparing Regional Framework Plan amendments and a near-term implementation plan for public review during the fall public comment period.

CONSIDERATIONS AND OPTIONS AVAILABLE

Framing policy questions for MPAC and JPACT discussion - The policy questions are not yet available for distribution, but will be presented to Council at the Feb. 27 work session. Pending Council support and input, staff will continue working with MTAC, TPAC and the Council project liaisons to develop materials to be used for the MPAC/JPACT joint meetings. The next Council work session is scheduled for April 1, providing a second opportunity for Council to provide further feedback and input on how the policy questions are framed prior to the April 11 joint MPAC/JPACT meeting. Questions will be developed for these policy areas:

- a. **Improve transit** to make it more convenient, frequent, accessible and affordable.
- b. **Provide information and use technology and "smarter" roads** to manage traffic flow, boost system efficiency, and expand use of low carbon travel options and fuel-efficient driving techniques.
- c. **Manage parking** with a market-based approach in **commercial districts, downtowns, main streets and areas that are well-served by transit.**
- d. Consider **potential funding mechanisms** to implement adopted plans and other key investments and actions recommended for inclusion in the preferred approach

Opinion research – Council will have an opportunity to provide input on topics that would be most helpful for Council to learn more about through the next scientific opinion survey. The upcoming survey will be conducted with a scientific random sampling of 600 residents (200 residents from each of the region's three counties). The survey could address some or all of the land use and transportation strategies (Steps 1, 2 and 3) and potential funding mechanisms (Step 4) listed on Attachment 2. Staff recommends the survey questions be focused on the topics identified as "TBD" in Attachment 2. An online comment tool will also be available concurrently from March 21- May 5 in coordination with outreach planned for the 2014 RTP update, the Metropolitan Transportation Improvement Program and the Regional Active Transportation Plan to enhance community participation and engagement on the project.

QUESTIONS FOR COUNCIL CONSIDERATION

1. Does the Council have questions about the project updates provided in the packet?
2. Does the Council have feedback or input for staff regarding the policy questions being developed for MPAC and JPACT discussion?
3. Does the Council have feedback or input on topics that would be most helpful to learn more about through a scientific opinion survey to be conducted for the project in March?

PACKET MATERIALS

- Would legislation be required for Council action? Yes Not at this time
- What other materials are you presenting today?
 - o Attachment 1. Climate Smart Communities: 2014 Regional Advisory Committee Meetings (Feb. 19, 2014)
 - o Attachment 2. Climate Smart Communities Scenarios Project: Process for Shaping and Adoption of the Preferred Approach in 2014 (Feb. 13, 2014)

2014 Regional Advisory Committee Meetings

This schedule identifies discussions and decision points for shaping and adoption of the Climate Smart Communities preferred approach.

TECHNICAL ADVISORY COMMITTEES

Transportation Policy Alternatives Committee (TPAC) | 9:30-noon | Council chamber

- **Jan. 3** – discuss results and proposed process & policy areas to be focus of engagement to shape preferred scenario in 2014
- **Jan. 31** – make recommendation to JPACT on proposed process & policy areas to be focus of engagement to shape preferred scenario in 2014
- **Feb. 28** – provide update on implementation of Oregon Statewide Transportation Strategy Vision and review draft policy questions for consideration by MPAC and JPACT
- **March 28** - discuss findings and recommendations from Health Impact Assessment conducted by Oregon Health Authority; discuss policy options for consideration by MPAC and JPACT
- **April 25** - review public engagement report and emerging ideas for draft preferred approach; make recommendations to JPACT on draft preferred approach
- **June 27** – discuss proposed RFP amendments and near-term implementation recommendations
- **July 25** – discuss proposed RFP amendments and near-term implementation recommendations
- **Aug. 29** – discuss evaluation results and public review draft preferred approach
- **Sept. 26** – discuss public comments & begin discussion of recommendation to JPACT
- **Oct. 31** – make recommendation to JPACT on adoption of the preferred approach

Metro Technical Advisory Committee (MTAC) | 10-noon | Council chamber

- **Jan. 15** – discuss results and proposed process & policy areas to be focus of engagement to shape preferred scenario in 2014
- **Feb. 5** – make recommendation to MPAC on proposed process & policy areas to be focus of engagement to shape preferred scenario in 2014
- **Feb. 19** – provide update on implementation of Oregon Statewide Transportation Strategy Vision
- **March 19** – review draft policy questions for consideration by MPAC and JPACT and discuss findings and recommendations from Health Impact Assessment conducted by Oregon Health Authority
- **April 2** - discuss policy options for consideration by MPAC and JPACT
- **May 7** - review public engagement report and emerging ideas for draft preferred approach; make recommendations to MPAC on draft preferred approach
- **July 16** – discuss proposed RFP amendments and near-term implementation recommendations
- **Aug. 6** – discuss proposed RFP amendments and near-term implementation recommendations
- **Sept. 3** – discuss evaluation results and public review draft preferred approach
- **Oct. 15** – discuss public comments & begin discussion of recommendation to MPAC
- **Nov. 5** – make recommendation to MPAC on adoption of the preferred approach

JOINT MTAC AND TPAC WORKSHOP | 2-4 p.m. | Council chamber

- **March 17** – discuss 2014 RTP system analysis

POLICY ADVISORY COMMITTEES

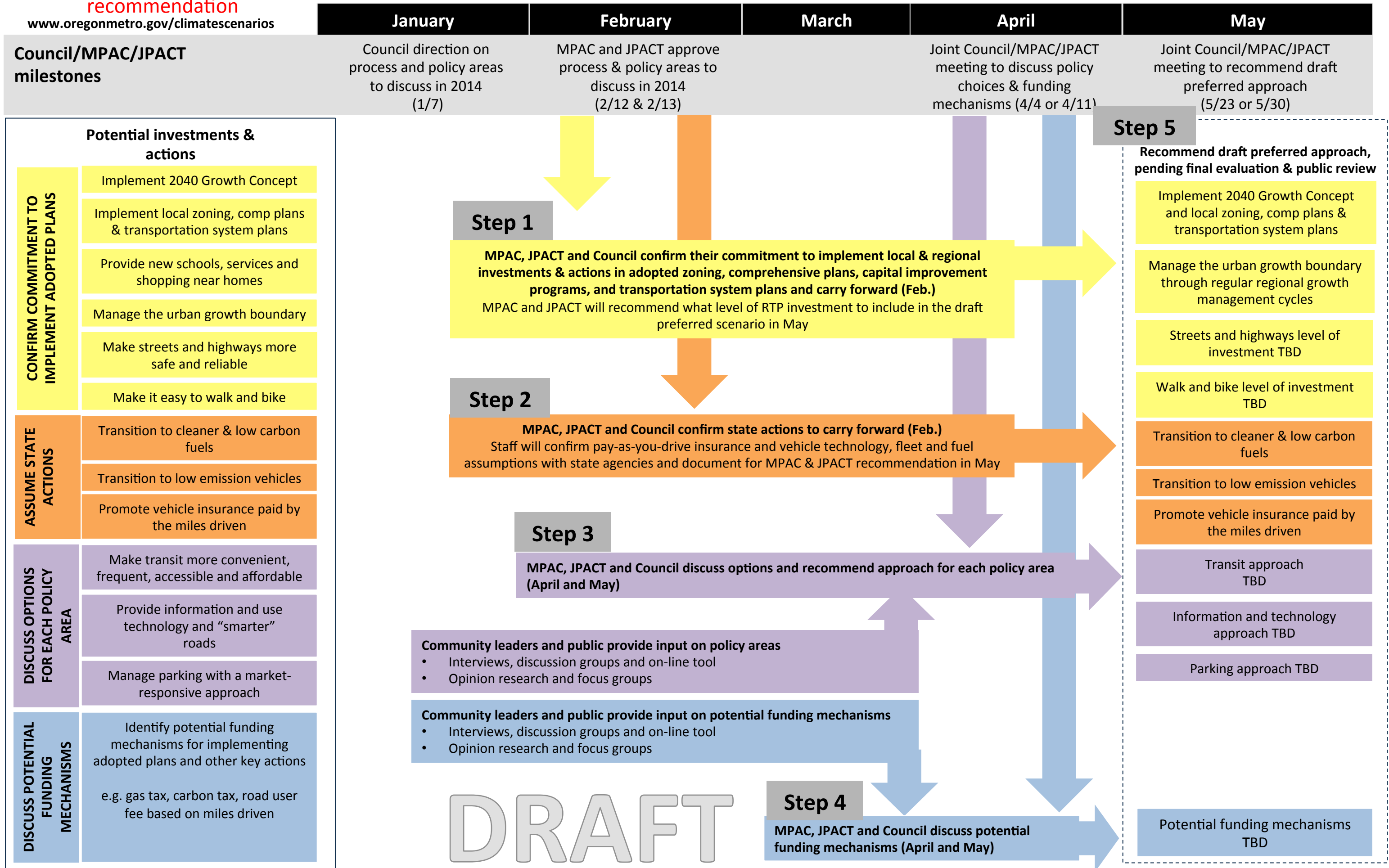
Joint Policy Advisory Committee on Transportation (JPACT) | 7:30-9 a.m. | Council chamber

- **Jan. 8** – discuss results and proposed process & policy areas to be focus of engagement to shape preferred scenario in 2014
- **Feb. 13** – make recommendation to the Metro Council on the proposed process & policy areas to be focus of engagement to shape preferred scenario in 2014; review recent opinion research; and update on implementation of Oregon Statewide Transportation Strategy Vision
- **March 13** – update on framing policy options and provide update on joint MPAC/JPACT meetings and engagement activities
- **April 11** – joint meeting with MPAC to discussion policy options (***World Forestry Center from 8am to noon***)
- **April 10** - discuss findings and recommendations from Health Impact Assessment conducted by Oregon Health Authority
- **May 8** - review public engagement report and emerging ideas for draft preferred approach
- **May 30** – joint meeting with MPAC to make recommendation to Metro Council on draft preferred approach, subject to final evaluation and public review (***World Forest Center from 8am to noon***)
- **Aug. 14** – discuss proposed RFP amendments and near-term implementation recommendations
- **Sept. 11** – discuss evaluation results and public review draft preferred approach
- **Oct. 9** – discuss public comments, potential refinements & recommendation to the Metro Council
- **Nov. 13** – make recommendation to the Metro Council on adoption of the preferred approach

Metro Policy Advisory Committee (MPAC) | 5-7 p.m. | Council chamber

- **Jan. 8** – discuss results and proposed process & policy areas to be focus of engagement to shape preferred scenario in 2014
- **Jan. 22** – discuss community case studies showcasing local efforts
- **Feb. 12** – make recommendation to the Metro Council on the proposed process & policy areas to be focus of engagement to shape preferred scenario in 2014 and review recent opinion research
- **Feb. 26** – provide update on implementation of Oregon Statewide Transportation Strategy Vision and discuss community-based transit solutions
- **March 26** – update on framing policy options and joint MPAC/JPACT meetings and engagement activities; discuss local, regional and state approaches that use technology and information to make travel more safe, efficient and reliable; *discuss findings and recommendations from Health Impact Assessment conducted by Oregon Health Authority (pending sufficient agenda time)*
- **April 11** – joint meeting with JPACT to discussion policy options (***World Forestry Center from 8am to noon***)
- **May 14** - review public engagement report and emerging ideas for draft preferred approach
- **May 30** – joint meeting with JPACT to make recommendation to Metro Council on draft preferred approach, subject to final evaluation and public review (***World Forestry Center from 8am to noon***)
- **Aug. 13** – discuss proposed RFP amendments and near-term implementation recommendations
- **Sept. 10** – discuss evaluation results and public review draft preferred approach
- **Oct. 8** – discuss public comments, potential refinements & recommendation to the Metro Council
- **Oct. 22** – discuss recommendation to the Metro Council
- **Nov. 12** – make recommendation to the Metro Council on adoption of the preferred approach

Climate Smart Communities Scenarios Project: Process for Shaping the Preferred Approach in 2014



DRAFT

rec'd

	June	July	August	September	October	November	December
Council/MPAC/JPACT milestones	Council action on draft preferred approach, pending final evaluation and public review (6/19)	Council action on 2014 RTP investment priorities (7/17)	Council/MPAC/JPACT discuss proposed RFP amendments and near-term implementation recommendations (8/5, 8/13 & 8/14)	Council/MPAC/JPACT discuss evaluation results and public review draft preferred approach (9/2, 9/10 & 9/11)	Council/MPAC/JPACT review public comments and discuss recommendation to Council (10/7, 10/8 & 10/9)	MPAC & JPACT recommendation to Council on preferred approach (11/12 & 11/13)	Council action on preferred approach (12/11)

Step 6

Complete final evaluation & prepare public comment materials and adoption legislation

- Staff evaluates draft preferred approach**
Staff documents planning assumptions and conducts performance evaluation with regional travel model and metropolitan GreenSTEP
- Staff and technical advisory committees prepare draft Regional Framework Plan (RFP) amendments and adoption legislation**
Staff and technical advisory committees draft Regional Framework Plan amendments and adoption legislation
- Staff and technical advisory committees prepare Draft near-term implementation recommendations**
Staff and technical advisory committees draft near-term implementation recommendations, which may include funding and other recommendations to state agencies and commissions, the 2015 Legislature and the 2018 RTP update

Step 7

Convene public comment period

- A 45-day public comment period will be held from Sept. 5 to Oct. 20
- Hearings and on-line comment opportunities

Step 8

Recommended preferred approach

- Implement 2040 Growth Concept and local zoning, comp plans & transportation system plans
- Manage the urban growth boundary through regular regional growth management cycles
- Streets and highways level of investment TBD
- Walk and bike level of investment TBD
- Transition to cleaner & low carbon fuels
- Transition to low emission vehicles
- Promote vehicle insurance paid by the miles driven
- Transit approach TBD
- Information and technology approach TBD
- Parking approach TBD
- Potential funding mechanisms TBD
- Near-term implementation recommendations TBD

DRAFT

Materials following this page were distributed at the meeting.



2013 Compliance Report

March 2014

About Metro

Clean air and clean water do not stop at city limits or county lines. Neither does the need for jobs, a thriving economy, and sustainable transportation and living choices for people and businesses in the region. Voters have asked Metro to help with the challenges and opportunities that affect the 25 cities and three counties in the Portland metropolitan area.

A regional approach simply makes sense when it comes to providing services, operating venues and making decisions about how the region grows. Metro works with communities to support a resilient economy, keep nature close by and respond to a changing climate. Together we're making a great place, now and for generations to come.

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EXECUTIVE SUMMARY

Metro's Urban Growth Management Functional Plan provides tools and guidance for local jurisdictions to implement regional policies and achieve the goals set out in the region's 2040 Growth Concept. The 2013 Compliance Report summarizes the status of compliance for each city and county in the region with the Metro Code requirements included in the Urban Growth Management Functional Plan and the Regional Transportation Functional Plan. Every city and county in the region is required if necessary to change their comprehensive plans or land use regulations to come into compliance with Metro Code requirements within two years of acknowledgement by the Oregon Land Conservation and Development Commission and to remain in compliance. The information in this report confirms the strong partnerships at work in this region to implement regional and local plans.

In 2013, there were no requests for extensions of existing compliance dates for the Urban Growth Management Functional Plan. However, an extension request will be processed for the Cooper Mountain planning area. The City of Beaverton took over the planning process from Washington County in 2013.

Eleven jurisdictions had a deadline of December 31, 2013 to meet the requirements of the Regional Transportation Functional Plan. As described below and in Appendix D, three of these jurisdictions have requested extensions until 2014. Two have requested an extension to 2015. All five of these jurisdictions were found to meet one of the two criteria: 1) the city or county is making progress towards compliance; or 2) there is good cause for failure to meet the deadline for compliance. Thus all of these extensions have been granted by the Chief Operating Officer.

Six jurisdictions completed Transportation System Plan and development code updates in 2013 and are now in compliance with the RFTP: Gresham, Milwaukie, Oregon City, Tualatin, Wilsonville and Clackamas County.

Metro Code Chapter 3.07 Urban Growth Management Functional Plan and Metro Code Chapter 3.08 Regional Transportation Functional Plan – March 2014

Introduction

Metro Code 3.07.870 requires the Chief Operating Officer to submit the status of compliance by cities and counties with the requirements of the Metro Code Chapter 3.07 (Urban Growth Management Functional Plan) annually to the Metro Council. In an effort to better integrate land use and transportation requirements, this compliance report includes information on local government compliance with the Regional Transportation Functional Plan (Metro Code Chapter 3.08) as well as the Urban Growth Management Functional Plan (UGMFP).

Overview

Per the Metro Code, the Chief Operating Officer (COO) may grant an extension request if a local government meets one of two criteria: 1) the city or county is making progress towards compliance; or 2) there is good cause for failure to meet the deadline for compliance.

By statute, cities and counties have two years following the date of acknowledgement of Metro's Regional Transportation Plan (RTP) dated November 24, 2011 to bring their Transportation System Plans (TSPs) into compliance with any new or changed regional requirements. However, Metro exercised its authority under the state's Transportation Planning Rule to extend city and county deadlines beyond the two-year statutory deadline. Metro consulted with each city and county to determine a reasonable timeline for this work and adopted a schedule that is part of the RTP Appendix. The deadlines are phased to take advantage of funding opportunities and the availability of local and Metro staff resources.

Appendix A summarizes the compliance status for all local governments with the requirements of the Urban Growth Management Functional Plan (UGMFP) by the end of 2013.

Appendix B shows the status of Title 11 new urban area planning for areas added to the Urban Growth Boundary (UGB) since 1998.

Appendix C summarizes the compliance dates for each UGMFP title.

Appendix D summarizes the compliance dates for the Regional Transportation Functional Plan (RTFP) in effect as of December 31, 2013.

Appendix E is the Annual Report on Amendments to the Employment and Industrial Areas Map dated January 1, 2014.

Urban Growth Management Functional Plan Compliance Status

Beaverton: Although the planning of Cooper Mountain new urban area has not been completed, the City of Beaverton, which took over planning efforts from Washington County in 2013, is making progress in the concept planning of that area. As stated in the

intergovernmental agreement for the Community Planning & Development Grant between the City and Metro, that planning will be done January 2015.

Lake Oswego: The City of Lake Oswego's removal of their Resource Conservation overlay protections from certain "isolated tree groves" was in violation of Title 13 protections in 2012. Metro filed an appeal with the Land Use Board of Appeals (LUBA) regarding the approval of these comprehensive plan and zoning code changes. The parties to the LUBA appeal agreed to another 60-day extension of the schedule, which set the date for the city to submit the record to LUBA by February 15, 2013. LUBA agreed with Metro and the city is in the process of adopting changes that will comply with Title 13.

The City of Lake Oswego proposed code changes to bring the city into compliance with Title 4 in 2013. The city adopted those code changes in 2013 and has no outstanding Title 4 issues.

Regional Transportation Functional Plan Compliance Status

Eleven jurisdictions had the deadline of December 31, 2013 to meet the requirements of the Regional Transportation Functional Plan. As described below and in Appendix D, three of these jurisdictions have requested extensions until 2014. Two have requested an extension to 2015. All five of these jurisdictions were found to meet one of the two criteria: 1) the city or county is making progress towards compliance; or 2) there is good cause for failure to meet the deadline for compliance. Thus, all of these extensions were granted by the Chief Operating Officer.

Six jurisdictions completed Transportation System Plan and development code updates and are now in compliance with the RTFP: Gresham, Milwaukie, Oregon City, Tualatin, Wilsonville and Clackamas County.

Jurisdictions with 2013 deadlines that requested extensions until 2014

Forest Grove

The City of Forest Grove has made significant progress toward updating the Forest Grove TSP and compliance with the RTFP, including completing a public review draft of the updated TSP. In 2014 the city will hold adoption hearings for the TSP update as well as amendments to the city's development code. Furthermore, the city received a Community Planning & Development Grant to complete transportation planning work in the City's developing area within the UGB and the area with Urban Reserve 7B (Purdin Road Urban Reserve area). Transportation system related information developed through the CPDG project will inform the City's final TSP and development code

Lake Oswego

Several key people involved in Lake Oswego's TSP and Comprehensive Plan updates were laid off in June 2013 for budgeting reasons. This affected the progress of the TSP update work since tasks had to be reassigned to new staff.

Lake Oswego and its consulting team are in the final stages of TSP update and anticipate adopting the TSP by April 2014.

Troutdale

Troutdale prepared a draft TSP and the Planning Commission has recommended it to the City Council for approval. Adoption of Development Code amendments is tentatively scheduled for early 2014. TSP amendments will likely follow soon thereafter.

Jurisdictions with 2013 deadlines that requested extensions until 2015

Gladstone

The City of Gladstone is in the midst of re-evaluating its Master Plan which will include a 20-year look at its capital infrastructure projects (sewer, water, roads, buildings, green spaces, etc.). The transportation projects adopted will be dependent upon the cost of the storm water/water master plans which are being assessed at this time through a third party; sewer and street master plans; as well as the replacement possibility of its City Hall, Police Department, and Library.

Hillsboro

The City of Hillsboro has undertaken three separate large-scale TSP amendments in the past year and half. The three amendments are due to time-sensitive transportation infrastructure and development needs for the AmberGlen Community Plan area, the North Hillsboro Industrial area, and the South Hillsboro Community Plan area (both the North Hillsboro and South Hillsboro areas were added to the Urban Growth Boundary in 2011). The AmberGlen Community Plan area and North Hillsboro Industrial area TSP amendments were adopted in late 2012, and the South Hillsboro Community Plan area TSP amendments were recently adopted in October 2013.

Due to the amount of staff time and resources required to prepare these TSP amendments, the City had to its planned TSP update on hold temporarily where it would fulfill the RTFP compliance requirements. The City initially had hoped to begin the TSP update process in late 2012 with a targeted completion time of late-2013 or early-2014. The City plans to begin its TSP update process in early-2014 with a completion target date of mid-2015.

APPENDIX A

Summary of Compliance Status as of December 31, 2013 (Functional Plan effective 1/18/12)

City/ County	Title 1 Housing Capacity	Title 3 Water Quality & Flood Management	Title 4 Industrial and other Employment Land	Title 6¹ Centers, Corridors, Station Communities & Main Streets	Title 7 Housing Choice	Title 11 Planning for New Urban Areas <small>(see Appendix B for detailed information)</small>	Title 13 Nature in Neighborhoods
Beaverton	In compliance	In compliance	In compliance	See footnote	In compliance	Cooper Mountain Plan not in compliance	In compliance
Cornelius	In compliance	In compliance	In compliance	See footnote	In compliance	In compliance	In compliance
Damascus	Not in compliance	Not in compliance	Not in compliance	See footnote	Not in compliance	Not in compliance	Not in compliance
Durham	In compliance	In compliance	In compliance	See footnote	In compliance	Not applicable	In compliance
Fairview	In compliance	In compliance	In compliance	See footnote	In compliance	Not applicable	In compliance
Forest Grove	In compliance	In compliance	In compliance	See footnote	In compliance	In compliance	In compliance
Gladstone	In compliance	In compliance	In compliance	See footnote	In compliance	Not applicable	In compliance
Gresham	In compliance	In compliance	In compliance	See footnote	In compliance	In compliance	In compliance
Happy Valley	In compliance	In compliance	In compliance	See footnote	In compliance	In compliance	In compliance
Hillsboro	In compliance	In compliance	In compliance	See footnote	In compliance	In compliance	In compliance
Johnson City	In compliance	In compliance	In compliance	See footnote	In compliance	Not applicable	In compliance
King City	In compliance	In compliance	In compliance	See footnote	In compliance	In compliance	In compliance
Lake Oswego	In compliance	In compliance	Pending final city action	See footnote	In compliance	Not applicable	Currently amending code to be in compliance
Maywood Park	In compliance	In compliance	In compliance	See footnote	In compliance	Not applicable	In compliance
Milwaukie	In compliance	In compliance	In compliance	See footnote	In compliance	Not applicable	In compliance
Oregon City	In compliance	In compliance	In compliance	See footnote	In compliance	Extended to 6/30/2014 for Beaver Creek Rd and South End	In compliance

¹ Once acknowledged by LCDC, Title 6 will be an incentive approach and only those local governments wanting a regional investment (currently defined as a new high-capacity as a new high-capacity transit line) will need to comply.

City/ County	Title 1 Housing Capacity	Title 3 Water Quality & Flood Management	Title 4 Industrial and other Employment Land	Title 6¹ Centers, Corridors, Station Communities & Main Streets	Title 7 Housing Choice	Title 11 Planning for New Urban Areas <small>(see Appendix B for detailed information)</small>	Title 13 Nature in Neighborhoods
Portland	In compliance	In compliance	In compliance	See footnote	In compliance	In compliance	In compliance
Rivergrove	In compliance	In compliance	In compliance	See footnote	In compliance	Not applicable	In compliance
Sherwood	In compliance	In compliance	In compliance	See footnote	In compliance	In compliance	In compliance
Tigard	In compliance	In compliance	In compliance	See footnote	In compliance	In compliance	In compliance
Troutdale	In compliance	In compliance	In compliance	See footnote	In compliance	Not applicable	In compliance
Tualatin	In compliance	In compliance	In compliance	See footnote	In compliance	Area 61 extended to 12/31/12; Basalt Creek extended to 9/30/2016	In compliance
West Linn	In compliance	In compliance	In compliance	See footnote	In compliance	Not applicable	In compliance
Wilsonville	In compliance	In compliance	In compliance	See footnote	In compliance	East Wilsonville Extended to 12/31/2015; Basalt Creek extended to 9/30/2016	In compliance
Wood Village	In compliance	In compliance	In compliance	See footnote	In compliance	Not applicable	In compliance
Clackamas County	In compliance	In compliance	In compliance	See footnote	In compliance	Not applicable	In compliance
Multnomah County	In compliance	In compliance	In compliance	See footnote	In compliance	In compliance	In compliance
Washington County	In compliance	In compliance	In compliance	See footnote	In compliance	In compliance	In compliance

¹ Once acknowledged by LCDC, Title 6 will be an incentive approach and only those local governments wanting a regional investment (currently defined as a new high-capacity as a new high-capacity transit line) will need to comply.

**APPENDIX B
TITLE 11 NEW AREA PLANNING COMPLIANCE
(as of December 31, 2013)**

Project	Lead Government(s)	Compliance	Status
1998 UGB Expansion			
Rock Creek Concept Plan	Happy Valley	yes	Concept plan and implementation measures completed; development on-going.
Pleasant Valley Concept Plan	Gresham and Portland	yes	Concept plan and implementation measures completed; city annexed 524 acres and development to begin in eastern section.
1999 UGB Expansion			
Witch Hazel Community Plan	Hillsboro	yes	Concept plan and implementation measures completed; development on-going.
2000 UGB Expansion			
Villebois Village	Wilsonville	yes	Concept plan and implementation measures completed; development on-going.
2002 UGB Expansion			
Springwater Community Plan	Gresham	yes	Concept plan and implementation measures completed for this mostly industrial area; waiting annexation & development.
Damascus/Boring Concept Plan	Happy Valley	yes	HV portion: Concept plan and implementation measures completed; waiting annexation and development.
	Damascus	DCLD extension to June 2014; FP extension to 12/31/13; CET extension to 7/31/14	Damascus portion: Comprehensive plan map approved, then overturned by vote; city out of compliance with DLCD order w/deadline of August 2013; city currently undergoing corrective action process of LCDC. NOTE: City out of compliance with Functional Plan extension with deadline of 12/31/13. City has a CET extension to 7/31/14.
	Gresham	yes	Gresham portion, called Kelley Creek Headwaters Plan, was adopted by city in 2009.
Park Place Master Plan	Oregon City	yes	Concept plan and implementation measures completed; waiting annexation & development
Beavercreek Road	Oregon City	Extension to 6/30/14	Concept plan is completed and accepted by Metro; City has put on hold adoption of the final implementing ordinances pending LUBA appeal and work load.
South End Road	Oregon City	Extension to 6/30/14	City in hearings for adoption of Comp plan and code, which is substantially compliant with Metro requirements; completion expected in Feb 2014.
East Wilsonville (Frog Pond area)	Wilsonville	Extension to 12/31/15	City initially completed site analysis w/private builders in 2008; currently City is evaluating and budgeting for major sewer upgrade for eastern portion of City which must be completed before planning and development of site. CDP Grant awarded in 2013; work to begin in summer 2014.

Project	Lead Government(s)	Compliance	Status
NW Tualatin Concept Plan (Cipole Rd & 99W)	Tualatin	yes	Concept plan and implementation measures completed for this small industrial area.
SW Tualatin Concept Plan	Tualatin	yes	Concept plan and implementation measures completed for this industrial area.
Brookman Concept Plan	Sherwood	yes	Concept Plan and implementation measures completed; waiting development
Study Area 59	Sherwood	yes	Concept plan and implementation measures completed; school constructed.
Study Area 61 (Cipole Rd	Tualatin	Extension to 12/31/2021	Extension agreement – planning shall be completed when Urban Reserve 5A is completed, or by 12/31/2021, whichever is sooner.
99W Area (near Tualatin-Sherwood Rd)	Sherwood	Yes	Concept plan and implementation measures completed.
King City	King City	Yes	Concept plan and implementation measures completed; annexed to city with portion developed as park and rest in floodplain.
West Bull Mountain Concept Plan	Wash County/ Tigard	Extension to 12/31/14	Concept plan adopted by County and City of Tigard; city working to finalize re-named River Terrace Community Plan and code work; expected completion July 2014.
Cooper Mountain area	Beaverton	Extension pending	Wash County & Beaverton signed IGA in January 2013 transferring responsibility to City; City is currently in planning process with expected completion in winter 2014
Study Area 64 (14 acres north of Scholls Ferry Rd)	Beaverton	Yes	Concept plan and implementation measures completed; annexed to City.
Study Area 69 & 71	Hillsboro	Yes	Areas are included in South Hillsboro Area Plan. City has adopted these areas into its comprehensive plan; upon annexation, they will be zoned to comply with comp plan.
Study Area 77	Cornelius	Yes	Concept plan and implementation measures completed; annexed to City.
Forest Grove Swap	Forest Grove	Yes	Concept plan and implementation measures completed; annexed to City.
Shute Road Concept Plan	Hillsboro	Yes	Concept plan and implementation measures completed; annexed to City and portion developed with Genentech.
North Bethany Subarea Plan	Washington County	Yes	Concept plan and implementation measures completed; annexations underway with some development occurring.
Bonny Slope West Concept Plan (Area 93)	Multnomah County	Extension to 6/2/21 or 2 yrs after agreement w/other govt, whichever earlier	Area has been transferred to Washington County. County will commence finalizing the plan (Mult County work) and creating code for area in spring 2014 with expected completion in August 2015.

Project	Lead Government(s)	Compliance	Status
2004/2005 UGB Expansion			
Damascus area	Damascus	See under 2002 above	Included with Damascus comp plan (see above)
Tonquin Employment Area	Sherwood	Yes	Concept plan and implementation measures completed.
Basalt Creek/West RR Area Concept Plan	Tualatin and Wilsonville	Extension to 9/30/16	Cities scheduled to begin planning in early 2014. Consultant selected January 2014. Work scheduled to begin in March/April 2014.
Project	Lead Government(s)	Compliance	Status
N. Holladay Concept Plan	Cornelius	Yes	Concept plan completed; implementation to be finalized after annexation to City.
Evergreen Concept Plan	Hillsboro	Yes	Concept plan and implementation measures completed.
Helvetia Concept Plan	Hillsboro	Yes	Concept plan and implementation measures completed.
2011 UGB Expansion			
North Hillsboro	Hillsboro	Yes	Concept planning completion due January 2014.
South Hillsboro	Hillsboro	Yes	Concept planning completion due January 2014.
South Cooper Mountain	Beaverton	Yes	Concept planning to begin in fall 2013; expected completion January 2015
Roy Rogers West	Tigard	yes	Concept planning completed; comprehensive planning on going as part of the West Bull Mountain planning, also called River Terrace Community Plan, to be completed December 2014.

APPENDIX C
COMPLIANCE DATES FOR THE
URBAN GROWTH MANAGEMENT FUNCTIONAL PLAN

Functional Plan Requirement	When Local Decisions Must Comply		
	Plan/Code Amendment 3.07.810(C) ¹	Land Use Decision 3.07.810(D) ²	Adoption 3.07.810(B) ³
Title 1: Adopt minimum dwelling unit density (3.07.120.B)	12/21/2013	12/21/2013	12/21/2014
Title 1: Allow accessory dwelling unit in SFD zones (3.07.120.G) <i>(provision included in previous version of Metro Code as 3.07.140.C)</i>	12/8/2000		12/8/2002
Title 3: Adopt model ordinance or equivalent and map or equivalent (3.07.330.A)	12/8/2000		12/8/2002
Title 3: Floodplain management performance standards (3.07.340.A)	12/8/2000	12/8/2001	12/8/2002
Title 3: Water quality performance standards (3.07.340.B)	12/8/2000	12/8/2001	12/8/2002

¹ After one year following acknowledgment of a UGMFP requirement, cities and counties that amend their plans and land use regulations shall make such amendments in compliance with the new functional plan requirement.

² A city or county that has not yet amended its plan to comply with a UGMFP requirement must, following one year after acknowledgement of the requirement (the date noted), apply the requirement directly to land use decisions

³ Cities and counties must amend their plans to comply with a new UGMFP requirement within two years after acknowledgement of the requirement (the date noted)

Functional Plan Requirement	When Local Decisions Must Comply		
	Plan/Code Amendment 3.07.810(C) ¹	Land Use Decision 3.07.810(D) ²	Adoption 3.07.810(B) ³
Title 3: Erosion control performance standards (3.07.340.C)	12/8/2000	12/8/2001	12/8/2002
Title 4: Limit uses in Regionally Significant Industrial Areas (3.07.420)	7/22/2005	7/22/2006	7/22/2007
Title 4: Prohibit schools, places of assembly larger than 20,000 square feet, or parks intended to serve people other than those working or residing in the area in Regional Significant Industrial Areas (3.07.420D)	12/21/2013	12/21/2013	12/21/2014
Title 4: Limit uses in Industrial Areas (3.07.430)	7/22/2005	7/22/2006	7/22/2007
Title 4: Limit uses in Employment Areas (3.07.440)	7/22/2005	7/22/2006	7/22/2007
Title 6: (Title 6 applies only to those local governments seeking a regional investment or seeking eligibility for lower mobility standards and trip generation rates)			
Title 7: Adopt strategies and measures to increase housing opportunities (3.07.730)			6/30/2004
Title 8: Compliance Procedures (45-day notice to Metro for amendments to a comprehensive plan or land use regulation) (3.07.820)	2/14/2003		

Functional Plan Requirement	When Local Decisions Must Comply		
	Plan/Code Amendment 3.07.810(C) ¹	Land Use Decision 3.07.810(D) ²	Adoption 3.07.810(B) ³
Title 11: Develop a concept plan for urban reserve prior to its addition to the UGB (3.07.1110)	N/A	N/A	N/A
Title 11: Prepare a comprehensive plan and zoning provisions for territory added to the UGB (3.07.1120)	12/8/2000	12/8/2001	2 years after the effective date of the ordinance adding land to the UGB unless the ordinance provides a later date
Title 11: Interim protection for areas added to the UGB (3.07.1130) <i>(provision included in previous version of Metro Code as 3.07.1110)</i>	12/8/2000	12/8/2001	12/8/2002
Title 12: Provide access to parks by walking, bicycling, and transit (3.07.1240.B)			7/7/2005
Title 13: Adopt local maps of Habitat Conservation Areas consistent with Metro-identified HCAs (3.07.1330.B)	12/28/2005	1/5/2008	1/5/2009
Title 13: Develop a two-step review process (Clear & Objective and Discretionary) for development proposals in protected HCAs (3.07.1330.C & D)	12/28/2005	1/5/2008	1/5/2009
Title 13: Adopt provisions to remove barriers to, and encourage the use of, habitat-friendly development practices (3.07.1330.E)	12/28/2005	1/5/2008	1/5/2009

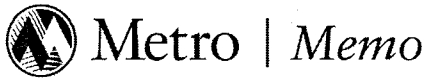
APPENDIX D

Summary of Compliance Status

(Regional Transportation Functional Plan in effect as of 12/31/12)

Jurisdiction	Title 1 Transportation System Design	Title 2 Development and Update of Transportation System Plans	Title 3 Transportation Project Development	Title 4 Regional Parking Management	Title 5 Amendment of Comprehensive Plans
Beaverton	In compliance	In compliance	In compliance	In compliance	In compliance
Cornelius	12/31/16	12/31/16	12/31/16	12/31/16	12/31/16
Damascus	12/31/14	12/31/14	12/31/14	12/31/14	12/31/14
Durham	Exempt	Exempt	Exempt	Exempt	Exempt
Fairview	12/31/15	12/31/15	12/31/15	12/31/15	12/31/15
Forest Grove	12/31/14	12/31/14	12/31/14	12/31/14	12/31/14
Gladstone	12/31/15	12/31/15	12/31/15	12/31/15	12/31/15
Gresham	In compliance	In compliance	In compliance	In compliance	In compliance
Happy Valley	12/31/14	12/31/14	12/31/14	12/31/14	12/31/14
Hillsboro	12/31/15	12/31/15	12/31/15	12/31/15	12/31/15
Johnson City	Exempt	Exempt	Exempt	Exempt	Exempt
King City	Exempt	Exempt	Exempt	Exempt	Exempt
Lake Oswego	12/31/14	12/31/14	12/31/14	12/31/14	12/31/14
Maywood Park	Recommending exemption	Recommending exemption	Recommending exemption	Recommending exemption	Recommending exemption
Milwaukie	In compliance	In compliance	In compliance	In compliance	In compliance
Oregon City	In compliance	In compliance	In compliance	In compliance	In compliance
Portland	12/31/14	12/31/14	12/31/14	12/31/14	12/31/14
Rivergrove	Exempt	Exempt	Exempt	Exempt	Exempt
Sherwood	12/31/14	12/31/14	12/31/14	12/31/14	12/31/14
Tigard	In compliance	In compliance	In compliance	In compliance	In compliance
Troutdale	12/31/14	12/31/14	12/31/14	12/31/14	12/31/14
Tualatin	In compliance	In compliance	In compliance	In compliance	In compliance
West Linn	12/31/14	12/31/14	12/31/14	12/31/14	12/31/14
Wilsonville	In compliance	In compliance	In compliance	In compliance	In compliance
Wood Village	12/31/14	12/31/14	12/31/14	12/31/14	12/31/14
Clackamas County	In compliance	In compliance	In compliance	In compliance	In compliance
Multnomah County	12/31/14	12/31/14	12/31/14	12/31/14	12/31/14
Washington County	12/31/14	12/31/14	12/31/14	12/31/14	12/31/14

Date shown in table is the deadline for compliance with the Regional Transportation Functional Plan (RTFP). Note – a city or county that has not yet amended its plan to comply with the RTFP must, following one year after RTFP acknowledgement, apply the RTFP directly to land use decisions.



Date: January 1, 2014
To: Metro Council, MPAC
From: Martha Bennett, Chief Operating Officer
Subject: 2013 annual report on amendments to the Employment and Industrial Areas Map

Background

Title 4 (Industrial and Other Employment Areas) of the Urban Growth Management Functional Plan seeks to improve the region's economy by protecting a supply of sites for employment by limiting the types and scale of non-industrial uses in Regionally Significant Industrial Areas, Industrial Areas, and Employment Areas. Those areas are depicted on the Employment and Industrial Areas Map.

Title 4 sets forth several avenues for amending the map, either through a Metro Council ordinance or through an executive order, depending on the circumstances. Title 4 requires that, by January 31 of each year, Metro's Chief Operating Officer submit a written report to the Council and MPAC on the cumulative effects on employment land in the region of amendments to the Employment and Industrial Areas Map during the preceding year. This memo constitutes the report for 2013.

Title 4 map amendments in 2013

There were no amendments made to the Title 4 map in 2013.

Chief Operating Officer recommendations for 2014

Staff does not, at this time, recommend changes to Title 4 policies.



DISCUSSION DRAFT Policy questions

1. Streets and highways

- *What level of investment by 2035?*

2. Bike and pedestrian connections

- *What level of investment by 2035?*

3. Transit service

- *What level of investment by 2035?*
- *What types of service?*
- *What role should reduced fares or fareless areas play?*

4. Technology and “smarter” roads

- *What level of investment by 2035?*

5. Marketing & information on travel options

- *What level of investment by 2035?*

6. Parking

- *How should parking be managed by 2035?*

7. Potential funding mechanisms

- *What funding sources should be considered and/or prioritized to implement the preferred approach?*

COUNCIL REVIEW DRAFT

What policy questions does Council want MPAC and JPACT to make recommendations on to shape the draft preferred approach?

Key actions and investments identified for further MPAC and JPACT discussion and recommendation		Potential policy questions and options for MPAC and JPACT consideration
1.	<p>Make streets and highways more safe, reliable and connected</p> <p><i>Examples to be added</i></p>	<p><u>Potential policy questions</u></p> <ol style="list-style-type: none"> 1. How much should the region invest in streets and highways by 2035? <p><u>Potential options</u></p> <ol style="list-style-type: none"> 1. Implement 2014 Regional Transportation Plan Financially Constrained System, which relies on new revenue. 2. Fully implement 2014 Regional Transportation Plan, which relies on new revenue.
2.	<p>Make it easy to walk and bike</p> <p><i>Examples to be added</i></p>	<p><u>Potential policy questions</u></p> <ol style="list-style-type: none"> 1. How much should the region invest in bike and pedestrian connections by 2035? <p><u>Potential options</u></p> <ol style="list-style-type: none"> 1. Implement 2014 Regional Transportation Plan Financially Constrained System, which relies on new revenue. 2. Fully implement 2014 Regional Transportation Plan and Regional Active Transportation Plan, which rely on new revenue.

Key actions and investments identified for further MPAC and JPACT discussion and recommendation	Potential policy questions and options for MPAC and JPACT consideration
<p>3. Make transit more convenient, frequent, accessible and affordable</p> <p>System expansion – Providing new local and regional transit connections improves access to jobs and community services and makes it easier to make some trips without multiple transfers.</p> <p>Frequency – Increasing the frequency of transit service in combination with transit signal priority and bus lanes makes transit faster and more convenient.</p> <p>Fares – Providing reduced fares and fareless areas makes transit more affordable; effectiveness depends on the design of the fare system and the cost.</p> <p>Transit access - Building safe and direct bike and pedestrian routes and crossings that connect to stops makes transit more accessible and convenient.</p>	<p><u>Potential policy questions</u></p> <ol style="list-style-type: none"> 1. How much should the region invest in transit service by 2035? 2. What types of service should be included? 3. What role should reduced fares or fareless areas play? <p><u>Potential options</u></p> <ol style="list-style-type: none"> 1. Stay at current service and coverage levels with existing revenues. (Scenario A) 2. Follow through with adopted plans (which rely on new revenue), focusing on maintaining and enhancing existing frequencies rather than expanding coverage. (Scenario B) 1. Fully implement locally-developed TriMet Service Enhancement Plans, SMART Transit Plan and priority corridors identified in High Capacity Transit Plan (which rely on new revenue). This would result in significantly expanding the number of bus routes with 10-min. or better service and connecting all regional centers with HCT in coordination with using information, technology and “smarter” roads, and building bike and pedestrian connections to transit. (Scenario C) 2. Option 3 plus secure revenue to maintain and/or expand use of community-based shuttles, like GroveLink, Tualatin Shuttle and Shuttle in the Woods, to provide more localized coverage linking neighborhoods to services and regional transit connections. 3. Other options?

Key actions and investments identified for further MPAC and JPACT discussion and recommendation	Potential policy questions and options for MPAC and JPACT consideration
<p>4. Use technology and “smarter” roads to actively manage traffic flow and boost system efficiency</p> <p>Arterial Corridor Management includes advanced technology at each intersection to actively manage traffic flow. This may include coordinated or adaptive signal timing, advanced signal operations such as cameras, flashing yellow arrows, bike signals and pedestrian count down signs, and communication to a local traffic operations center and the centralized traffic signal system (currently housed at the City of Portland).</p> <p>Freeway Corridor Management includes advanced technology to manage access to the freeways, detect traffic levels and weather conditions, provide information with variable message signs, variable speed limit signs, and deploying incident response patrols that quickly clear breakdowns, crashes and debris. These tools connect to a regional traffic operations center.</p> <p>Traveler Information includes using en route variable message signs and 511 internet and phone services to provide travelers with up-to-date information regarding traffic and weather conditions, incidents, delays, travel times, alternate routes, construction, or special events.</p>	<p><u>Potential policy question</u></p> <ol style="list-style-type: none"> 1. How much should the region invest in technology and “smarter” roads by 2035? <p><u>Potential options</u></p> <ol style="list-style-type: none"> 1. Stay at current program levels with existing revenues (Scenario A) 2. Follow through with adopted RTP (which relies on increased revenue and new partnerships) (Scenario B) 3. Fully implement RTP policy and seek additional revenues and partnerships (Scenario C) 4. Other options?
<p>5. Provide information (marketing and education) to expand use of low carbon travel options and fuel-efficient driving techniques</p> <p><i>Examples to be added</i></p>	<p><u>Potential policy question</u></p> <ol style="list-style-type: none"> 1. How much marketing and information should the region invest in by 2035? <p><u>Potential options</u></p> <ol style="list-style-type: none"> 1. Stay at current program levels with existing revenues (Scenario A) 2. Follow through with adopted RTP (which relies on increased revenue and new partnerships) (Scenario B) 3. Fully implement RTP policy and seek additional revenue and partnerships (Scenario C) 4. Other options?

Key actions and investments identified for further MPAC and JPACT discussion and recommendation	Potential policy questions and options for MPAC and JPACT consideration
<p>6. Manage parking with a market-responsive approach</p> <p>Planning approaches include conducting assessments of parking supply and use to better understand needs.</p> <p>On-street parking approaches include spaces that are timed, metered, designated for certain uses or have no restriction. Examples of these different approaches include charging long-term or short-term fees, limiting the length of time a vehicle can park, and designating on-street spaces for preferential parking for electric vehicles, carshare vehicles, carpools, vanpools, bikes, public use (events or café’ “Street Seats” and freight truck loading/unloading areas.</p> <p>Off-street parking approaches include unbundling parking from office/condo purchase or leases, shared parking between land uses (for example, movie theater and business center), park-and-ride lots for transit and carpools/vanpools, parking garages in the center of commercial districts that allow surface lots to develop, and preferential parking (listed above).</p>	<p><u>Potential policy question</u></p> <ol style="list-style-type: none"> 1. How should communities manage parking by 2035? <p><u>Potential options</u></p> <ol style="list-style-type: none"> 1. No changes to existing locally-adopted approaches for market pricing, on-street management, and off-street development code minimum/maximum ratios. (Scenario A) 2. Add flexibility to development code to right-size parking based on market and context (parking supply and use data, transit service, land use mix). (Scenario B) 3. Form public and private partnerships to actively manage and price parking in commercial areas and corridors served by high capacity transit or 10-minute or better transit service, reinvesting revenue within the area. (Scenario C) 4. Partner with Travel Options programs to increase education at work sites about incentive programs (parking cash-out, preferred spaces for carpools, etc.). (All scenarios) 5. Support data systems to provide real-time parking space status to the public. 5. Other options?
<p>7. Identify potential funding mechanisms for implementing the preferred approach</p> <p>See Table A for a summary of existing funding mechanisms.</p> <p>See Table B for a summary of potential funding mechanisms identified in the Statewide Transportation Strategy and tested in the Climate Smart Communities Project.</p>	<p><u>Potential policy question</u></p> <ol style="list-style-type: none"> 1. What funding mechanisms should be considered and/or prioritized to implement the preferred approach? <p><u>Potential options</u></p> <ol style="list-style-type: none"> 1. Use existing funding mechanisms at existing levels (Scenario A) 2. Increase the state gas tax, state vehicle registration fee, parking fees, and the payroll tax rate as assumed in RTP financially constrained system (Scenario B) 3. Increase the state gas tax, state vehicle registration fee, local parking fees and the payroll tax rate, and implement new mechanisms – local registration fees, local street utility fees, carbon fee and mileage-based fee) (Scenario C) 4. Other options?

Table A. EXISTING FUNDING MECHANISMS ASSUMED IN 2014 REGIONAL TRANSPORTATION PLAN

Existing funding mechanisms	Source		
	Federal	State	Local
Federal Highway Trust Fund ¹	*		
Federal Transit Fund	*		
Gas tax		*	*
Vehicle registration fees		*	
Local portion of State Highway Trust Fund			*
Development-based fees ²			*
Payroll tax			*
Transit passenger fares			*
Special funds and levies ³			*

1 = The Federal Highway Trust Fund includes federal gas tax receipts and other revenues.

2 = Development-based fees include: system development charges, traffic impact fees, urban renewal districts, developer contributions.

3 = Special funds and levies include: property taxes (e.g., Washington County MSTIP), local improvement districts, vehicle parking fees, street utility fees and maintenance districts (e.g., Washington County Urban Road Maintenance District).

Table B. POTENTIAL NEW FUNDING MECHANISMS IDENTIFIED IN STATEWIDE TRANSPORTATION STRATEGY AND TESTED IN CLIMATE SMART COMMUNITIES SCENARIOS PROJECT

Potential funding mechanism	Potential Source		
	Federal	State	Local
Carbon fee	*	*	
Mileage-based road user fee	*	*	

Transit Choices

February 27, 2014

HOW MUCH SHOULD THE REGION INVEST IN TRANSIT SERVICE BY 2035?

A

Scenario A
Recent Trends

\$X B

- Current transit service coverage and small increases in frequency provide 80,000 revenue miles of service each day (a 10% increase from 2010 levels).
- Small service increases are limited to some existing frequent bus routes to address existing overcrowding and delays due to congestion.
- MAX, Westside Express Service, Portland streetcar, and frequent bus routes at current levels and Portland-to-Milwaukie light-rail transit is operational.
- Some major arterials have 15-minute or better bus service during the rush hours – the same as today.
- Many transit corridors have 25-minute or better bus service most hours of the day, providing a minimum level of service to some downtowns, some town centers and regional centers and some employment areas.

B

Scenario B
Adopted Plans

\$X B

- Scenario A investments and modest increases in frequency provide 91,000 revenue miles of service each day (a 25% increase from 2010).
- Small service increases and adjustments to bus routes are made to serve the new MAX and streetcar connections.
- A new MAX extension to Clark College in Vancouver, Wa. is completed.
- New streetcar connections are made to Lake Oswego, Hollywood Transit Center and the eastside of Portland are completed.
- Many major arterials have 15-minute or better bus service during the rush hours, with some routes operating with 10-minute or better service.
- Many transit corridors have 25-minute or better bus service most hours of the day, providing a minimum level of service to many downtowns, many town centers, some regional centers and many employment areas.

C

Scenario C
New Plans &
Policies

\$X B

- Scenario B investments plus substantial increases in coverage and frequency to provide 159,000 revenue miles of service each day (a 75% increase from Scenario B or a doubling from 2010).
- This service level reflects implementation of the Southwest Corridor Plan and locally-developed Service Enhancement Plans (SEPs) for each part of the region. The SEPs include new connections that no longer require a transfer in downtown Portland to provide more direct links between smaller downtowns, regional and town centers, and major employment areas.
- All regional centers and more town centers are served with high capacity transit, including new connections to downtown Tigard, AmberGlen in Hillsboro and along the Powell/Division, I-205, McLoughlin Boulevard and Tualatin Valley Highway corridors.
- More of the Portland Streetcar System Plan is implemented, including Broadway/Weidler Streetcar, Northeast MLK Streetcar, and Northwest 19th/20th Streetcar.
- Westside Express Service operations are expanded to all-day service with 15-minute peak and 15 off-peak headways.
- Most transit corridors have 10-minute or better bus service most hours of the day, providing high quality service to all downtowns, most town centers and regional centers and most employment areas.

Note: Costs reflect planning-level estimates using the best available information.



WHAT IS IT?

There are four key ways to make transit service more convenient, frequent, accessible and affordable. The effectiveness of each will vary depending on the mix of nearby land uses, the number of people living and working in the area and the extent to which travel information, marketing and technology are used.

Frequency – Increasing the frequency of transit service in combination with transit signal priority and bus lanes makes transit faster and more convenient.

System expansion – Providing new community and regional transit connections improves access to jobs and community services and makes it easier to make some trips without multiple transfers.

Fares – Providing reduced fares and fareless areas makes transit more affordable; effectiveness depends on the design of the fare system and the cost.

Transit access - Building safe and direct bike and pedestrian routes and crossings that connect to stops makes transit more accessible and convenient.

WHY DO IT?

Public health and safety benefits

- reduces air pollution and air toxics
- increases physical activity
- reduces risk of traffic injuries and fatalities

Environmental benefits

- reduces air and water pollution
- conserves energy

Economic benefits

- improves access to jobs, goods and services, boosting business revenue
- creates jobs and saves consumers and employers money
- stimulates development, generating local and state revenue

WHO DOES IT?

TriMet and South Metro Area Rapid Transit (SMART) in partnership with Metro, cities, counties, employers, business associations and non-profit organizations

HOW DOES IT WORK?

- Develop and implement transit service plans that serve local and regional destinations and address transit equity.
- Build pedestrian-friendly and transit-supportive development adjacent to transit corridors and major transit stops.
- Provide a mix of land uses and affordable housing options in close proximity to transit
- Build pedestrian and bicycle access to transit.

Technology Choices

February 26, 2014

HOW MUCH SHOULD THE REGION INVEST IN TECHNOLOGY & “SMARTER” ROADS BY 2035?

A

Scenario A
Recent Trends

\$X M

- Existing programs, investments and staffing stay at existing levels resulting in 10% reduction in travel delay on arterials and freeways (the same as today).
 - Some major arterials have advanced signal operations.
 - Transit signal priority is provided on a limited number of bus routes with 10-minute or better service.
 - Arterial variable message signs that display en route traveler information are limited to a few corridors.
 - All freeway corridors have advanced traffic management technologies.
 - Most urban freeway interchanges have ramp meters.
 - Some incident response vehicles patrol all area freeways during most hours of the day.
 - Ongoing maintenance and enhancement of technology that provides pre-trip and en route traveler information.

B

Scenario B
Adopted
Plans

\$X M

- In addition to investments in Scenario A, programs, investments and staffing are expanded, resulting in an overall 20% reduction in travel delay on arterials and freeways.
 - Many traffic signals on major arterial corridors have advanced signal operations.
 - Transit signal priority is expanded to all bus routes with 10-minute or better service.
 - In addition to the advanced freeway traffic management technologies in Scenario A, freeway variable speed signs are deployed in most high incident locations.
 - More incident response vehicles patrol all area freeways during most hours of the day.
 - Ongoing maintenance and enhancement of technology that provides traveler information is expanded.

C

Scenario C
New Plans &
Policies

\$X M

- In addition to investments in Scenario B, programs, investments and staffing are further expanded, resulting in an overall 35% reduction in travel delay on arterials and freeways.
 - All traffic signals have advanced signal operations and are connected to the centralized traffic signal system.
 - Transit signal priority is expanded to more intersections, reflecting the addition of more bus routes with 10-minute or better service.
 - In addition to the advanced freeway traffic management technologies in Scenario B, freeway variable speed signs are deployed in all high incident locations.
 - All urban freeway interchanges have ramp meters.
 - Regional traffic operations center monitoring and incident response is expanded to include major arterials adjacent to freeways.
 - Many incident response vehicles patrol all area freeways throughout each day.
 - Arterial and freeway corridor management and traveler information is fully integrated throughout the region.
 - Ongoing maintenance and enhancement of technology for pre-trip and en route traveler information is further expanded.

Note: Costs reflect planning-level estimates using the best available information.



WHAT IS IT?

Using technology and “smarter roads” means using intelligent transportation systems (ITS) and services to actively manage operations by reducing idling associated with delay. Nearly half of all congestion is caused by incidents and other sources that can be addressed using these strategies. The benefits can be immediate and significant.

Arterial Corridor Management includes advanced technology at each intersection to actively manage traffic flow. This may include coordinated or adaptive signal timing, advanced signal operations such as cameras, flashing yellow arrows, bike signals and pedestrian count down signs, and communication to a local traffic operations center and the centralized traffic signal system (currently housed at the City of Portland).

Freeway Corridor Management includes advanced technology to manage access to the freeways, detect traffic levels and weather conditions, provide information with variable message signs, variable speed limit signs, and deploying incident response patrols that quickly clear breakdowns, crashes and debris. These tools connect to a regional traffic operations center.

Traveler Information includes using en route variable message and speed signs and 511 internet and phone services to provide travelers with up-to-date information regarding traffic and weather conditions, speeds, incidents, delays, travel times, alternate routes, construction, or special events.

WHY DO IT?

Public health and safety benefits

- reduces air pollution and air toxics
- reduces risk of traffic fatalities and injuries

Environmental benefits

- reduces air pollution and air toxics
- conserves energy

Economic benefits

- saves consumers and businesses time and money
- reduces dependence on foreign oil

WHO DOES IT?

ODOT, Metro, cities, counties, TriMet, South Metro Area Rapid Transit (SMART) and the Port of Portland

HOW DOES IT WORK?

- Staff implement through coordination among local, regional and state agencies, in coordination with other capital investments.
- Develop agreements between agencies on purchasing and sharing technology, sharing data, and operating procedures for managing traffic.
- Maintain and enhance technology and data collection and monitoring systems.

HOW MUCH SHOULD THE REGION INVEST IN TECHNOLOGY & “SMARTER” ROADS BY 2035?

The options reflect the range of what was tested in summer 2013.

SCENARIO A – RECENT TRENDS

MAP UNDER DEVELOPMENT

PHOTO EXAMPLES TO BE ADDED

SCENARIO B – ADOPTED PLANS

MAP UNDER DEVELOPMENT

PHOTO EXAMPLES TO BE ADDED

SCENARIO C – NEW PLANS & POLICIES

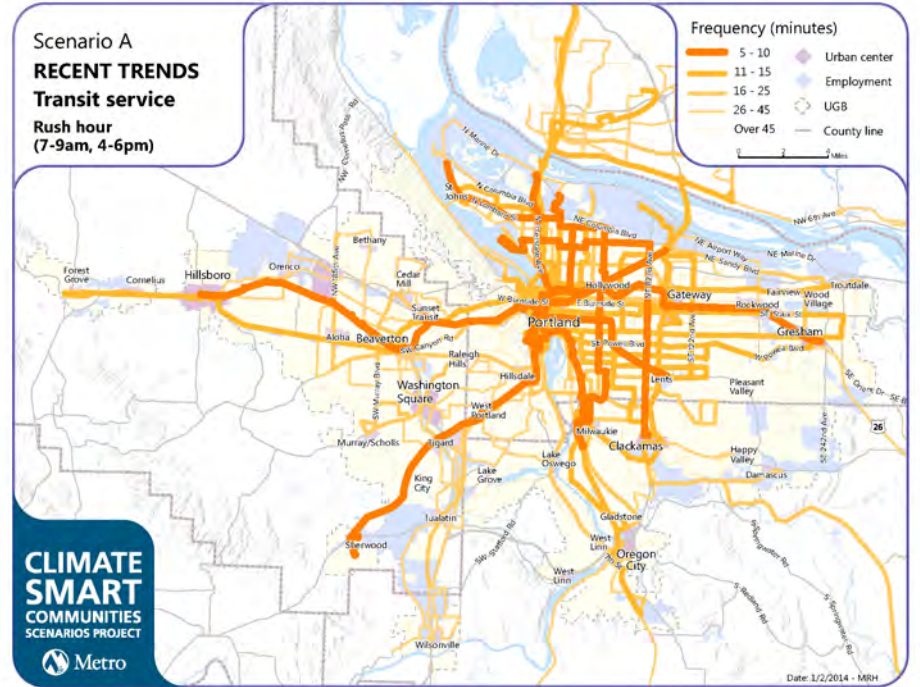
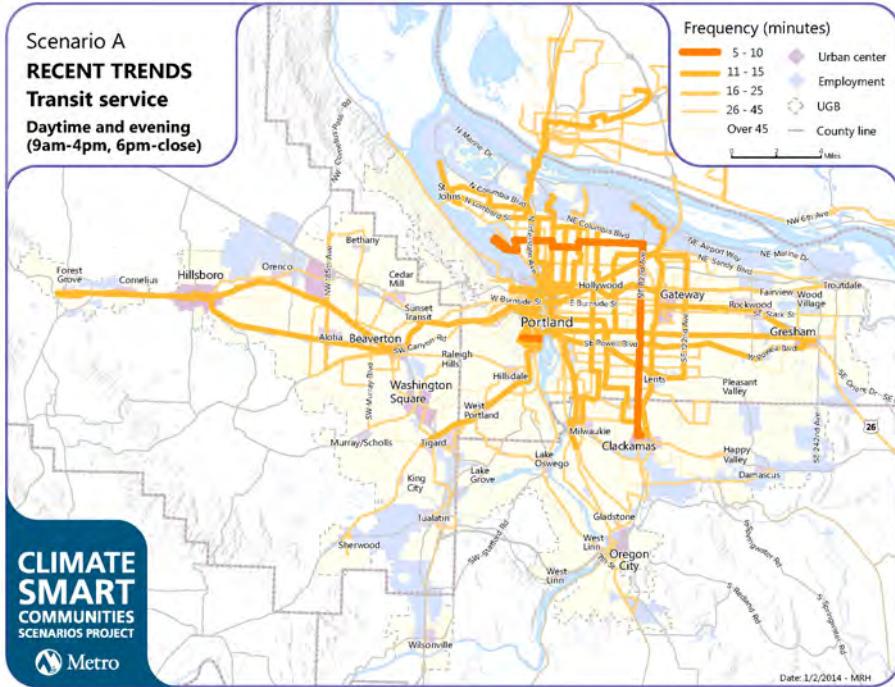
MAP UNDER DEVELOPMENT

PHOTO EXAMPLES TO BE ADDED

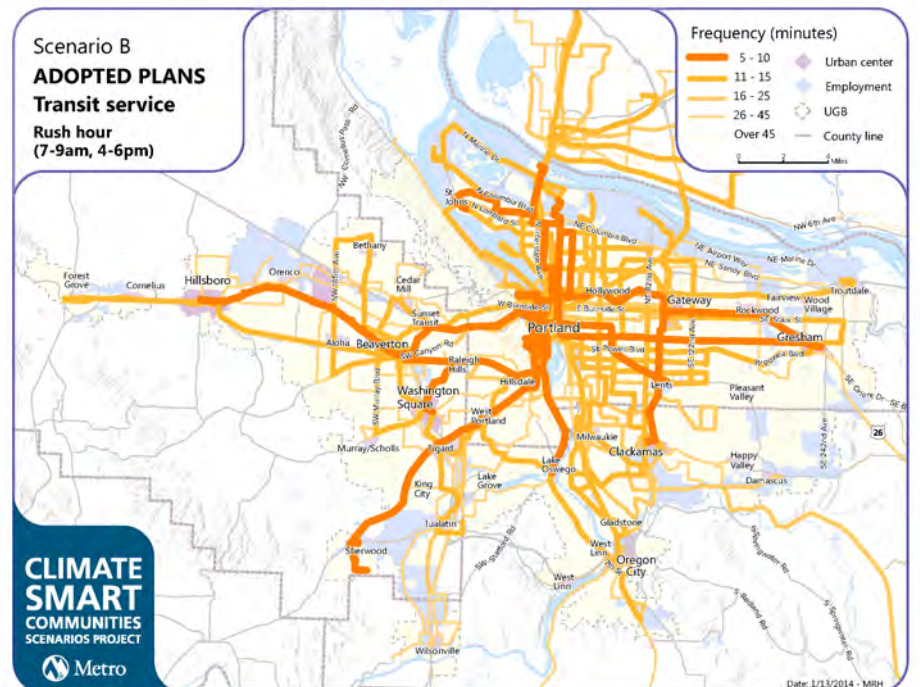
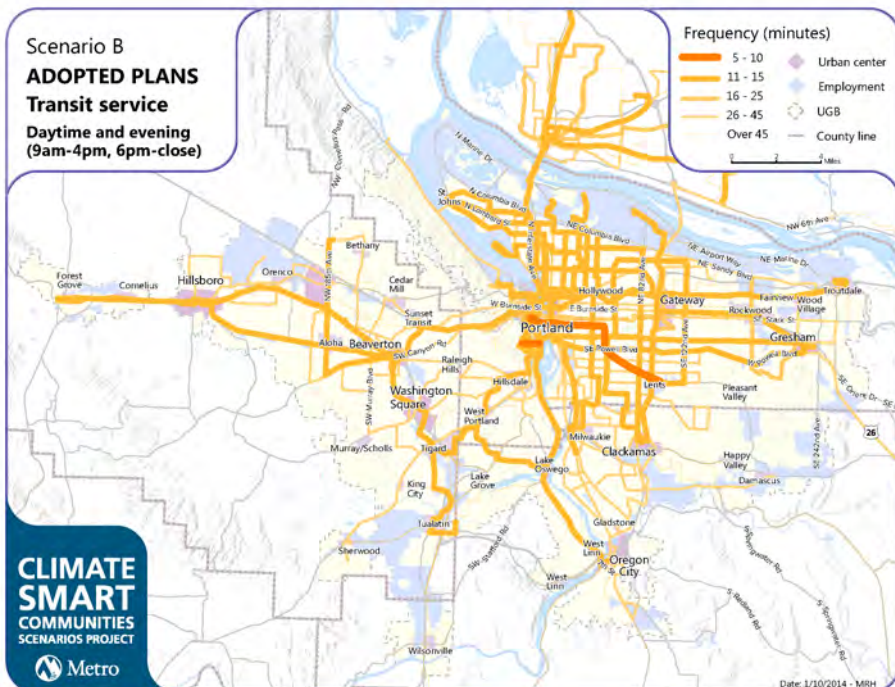
HOW MUCH SHOULD THE REGION INVEST IN TRANSIT SERVICE BY 2035?

The options reflect the range of what was tested in summer 2013.

SCENARIO A – RECENT TRENDS



SCENARIO B – ADOPTED PLANS



SCENARIO C – NEW PLANS & POLICIES

