

A G E N D A

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METRO

Agenda

MEETING: METRO COUNCIL WORK SESSION MEETING
DATE: April 20, 2004
DAY: Tuesday
TIME: 1:00 PM
PLACE: Metro Council Chamber

CALL TO ORDER AND ROLL CALL

- | | | |
|----------------|---|----------|
| 1:00 PM | 1. DISCUSSION OF AGENDA FOR COUNCIL REGULAR MEETING, APRIL 22, 2004 | |
| 1:15 PM | 2. BRIEFING ON AGRICULTURAL LANDS | Johnson |
| 2:15 PM | 3. AFFORDABLE HOUSING PROGRESS REPORT | Uba |
| 2:30 PM | 4. REGIONAL TRANSPORTATION PLAN UPDATE | Kloster |
| 2:45 PM | 5. REGIONAL SOLID WASTE MANAGEMENT PLAN (RSWMP) PROPOSED DISCUSSION ISSUES | Matthews |
| 3:45 PM | 6. CITIZEN COMMUNICATION | |
| 3:55 PM | 7. EXECUTIVE SESSION HELD PURSUANT TO ORS 192.660 (1) (d) FOR THE PURPOSE OF DELIBERATING WITH PERSONS DESIGNATED TO CONDUCT LABOR NEGOTIATIONS. | Dull |
| 4:25 PM | 8. CHIEF OPERATING OFFICER COMMUNICATION | |
| 4:35 PM | 9. COUNCILOR COMMUNICATION | |

ADJOURN

Agenda Item Number 2.0

BRIEFING ON AGRICULTURAL LANDS

Metro Council Work Session
Tuesday, April 20, 2004
Metro Council Chamber

METRO COUNCIL

Work Session Worksheet

Presentation Date: April 20, 2004 Time: Length: 60 minutes

Presentation Title: Protection of Agricultural Lands and Expansion of the Metro Urban Growth Boundary for Industrial Use

Department: Planning

Presenters: Jim Johnson, Oregon Department of Agriculture

ISSUE & BACKGROUND

Last year Metro staff asked the Oregon Department of Agriculture (ODA) to provide technical assistance in our analysis of lands located adjacent to the current urban growth boundary (UGB) that could potentially be included within the boundary to meet the identified need for industrial lands. Specific questions included:

- 1) What lands currently designated as agricultural land under Statewide Planning Goal 4 could be added to the UGB for non-agricultural purposes without significant harm to the agricultural industry as a whole? How do these locations relate to statutory provisions in ORS 197.298(d)(2) that requires inclusion of land with lower resource capability as measured by the NRCS agricultural capability classification system (priority system)?
- 2) What actions could be taken by Metro as the manager of the UGB to enhance the viability of agriculture outside the boundary or eliminate or mitigate conflicts between urban uses and agriculture?
- 3) Are there supporting industrial uses that could be located in specific areas adjacent to the UGB that could enhance the viability of agriculture?

In response to this request, ODA established a Metro Agricultural Lands Technical Workgroup comprised of metro area farmers and individuals with technical expertise in metro area agriculture. The workgroup prepared a report and Jim Johnson will present their findings at the work session.

OPTIONS AVAILABLE

IMPLICATIONS AND SUGGESTIONS

QUESTION(S) PRESENTED FOR CONSIDERATION

LEGISLATION WOULD BE REQUIRED FOR COUNCIL ACTION __Yes __X No
DRAFT IS ATTACHED __Yes __No

SCHEDULE FOR WORK SESSION

Department Director/Head Approval _____

Chief Operating Officer Approval _____

Agenda Item Number 3.0

AFFORDABLE HOUSING PROGRESS REPORT

Metro Council Work Session
Tuesday, April 20, 2004
Metro Council Chamber

Agenda Item Number 4.0

REGIONAL TRANSPORTATION PLAN UPDATE

Metro Council Work Session
Tuesday, April 20, 2004
Metro Council Chamber

METRO COUNCIL

Work Session Worksheet

Presentation Date: April 20, 2004 Time: 2:00 pm Length: 20 minutes

Presentation Title: Affordable Housing Progress Reports & 2000 Baseline Affordable Housing Units

Department: Planning

Presenters: Gerry Uba and Chris Deffebach

ISSUE & BACKGROUND

Title 7 of the Urban Growth Management Functional Plan requires that local governments submit annual progress reports on their efforts to increase the production of affordable housing in their jurisdictions. Based on the requirements of Metro Code 3.07.880 that the Chief Operating Officer present an annual report on status of compliance with the Functional Plan, staff presented each jurisdiction compliance efforts with Tiles 1 through 7 at the Council Work Session on December 16, 2003. At this Council Work Session and the subsequent Council public hearing on January 29 and February 12, 2004, staff informed the Council that Metro received the reports of three jurisdictions (Beaverton, Lake Oswego, Portland) at the time the compliance report was being mailed to local jurisdictions. Staff also told the Council that since more progress reports are expected, an update of the Title 7 compliance report would be presented to the Council in April 2004. The updated Title 7 compliance report includes the progress reports of five jurisdictions (Beaverton, Durham, Lake Oswego, Maywood Park, Portland) that Metro received between December 15, 2003 and March 1, 2004.

Title 7 also required Metro to use the 2000 Census data to estimate 2000 Baseline Affordable Housing Units affordable to defined income groups (less than 30 percent, 31-50 percent, 51-80 percent of the region's medial family income). The 2000 Baseline Affordable Housing Units followed a methodology similar to that used to develop the 1998 Regional Affordable Housing Strategy (RAHS) estimates that the Affordable Housing Technical Advisory Committee presented to the Metro Council in June 2000.

OPTIONS AVAILABLE

As stated in Title 7, local governments are required to submit their third/final annual report to Metro on June 30, 2004. Thereafter, Metro is required to "formerly assess the region's progress made by local jurisdictions and the private sector." The assessment report and the 2000 Baseline Affordable Housing Units report will be used by an ad hoc advisory committee that the Metro Council will create by December 2004 to recommend changes that are warranted to the existing affordable housing process, strategies and goals to ensure progress in providing affordable housing for those in need.

IMPLICATIONS AND SUGGESTIONS

The updated Title 7 compliance report, including “outstanding items” that each jurisdiction is expected to address will be sent to local jurisdictions with a reminder advising of the due dates for the third/final annual report to meet the requirements of Title 7.

The 2000 Baseline Affordable Housing Units analysis will be incorporated into the overall assessment of the progress made by local jurisdictions and the private sector in providing affordable housing.

QUESTION(S) PRESENTED FOR CONSIDERATION

It is recommended that the Council direct staff to distribute the updated Title 7 compliance report to the planning directors of the five jurisdictions and clarify the “outstanding items” that they are expected to address.

LEGISLATION WOULD BE REQUIRED FOR COUNCIL ACTION Yes No
DRAFT IS ATTACHED Yes No

SCHEDULE FOR WORK SESSION

Department Director/Head Approval _____
Chief Operating Officer Approval _____

METRO COUNCIL

Work Session Worksheet

Presentation Date: April 20, 2004 Time: 1:00 p.m. Length: 15 minutes

Presentation Title 2000 Regional Transportation Plan (RTP) Amendments

Department Planning

Presenter Tom Kloster

ISSUE & BACKGROUND

On December 11, 2003, the Joint Policy Advisory Committee on Transportation and the Metro Council approved the 2004 Interim Federal RTP by Resolution No. 03-3380A. Originally intended to update the region's transportation plan to meet both state and federal planning regulations, the 2004 update was narrowed to include only those amendments needed to address federal planning regulations.

As a result, Metro now has two, regional transportation plans in place that serve separate purposes:

- **2000 RTP meets state planning requirements and serves as the basis for land use decisions in the region**
In the Portland region, the existing 2000 RTP and 2020 priority system serves as the regional Transportation System Plan (TSP) that meets state planning requirements, as required by the Transportation Planning Rule. As the regional TSP, the 2000 RTP will continue to serve as the basis for land use decisions and determining whether regional transportation projects are consistent with state planning goals. Metro is not required to update the regional TSP until 2007.
- **2004 Interim Federal RTP meets federal planning requirements**
The 2004 Interim Federal RTP and 2025 financially constrained system is the "federally recognized" transportation plan that meets federal planning requirements. Projects that are included in the 2025 Financially Constrained System are eligible to receive state and federal funds and have been demonstrated to conform with the Clean Air Act. Metro is not required to update the federal plan until 2007.

Amendments to the 2000 RTP are needed now to reconcile the two plans and maintain consistency between the existing 2000 RTP with the new federal plan. **No major changes to policies or projects are proposed.** The proposed amendments focus on incorporating new transportation projects, and policy and technical updates that were approved in the new federal plan.

The public comment period on the proposed amendments begins on April 15 and ends at noon on June 1, 2004. Because the amendments to the 2000 RTP represent more of a "housekeeping" effort, the emphasis in the public comment period will be on the proposed changes to the plan, not the overall 2000 RTP document. The public review document is available for review on Metro's web site, and as a printed document as part of the 45-day public comment period. A Metro Council public hearing on the proposed amendments is scheduled on May 13, 2004.

OPTIONS AVAILABLE

As a follow-up to the Metro Council's approval of the 2004 Interim Federal RTP in Dec. 2003, amendments to the 2000 RTP are required to maintain consistency between the new federal plan and the existing state plan to allow implementation of the federal plan.

IMPLICATIONS AND SUGGESTIONS

Staff recommends moving forward with the proposed amendments as the final step that will complete the federal update approved in Dec. 2003 and lay the groundwork for future updates to the regional transportation plan. Projects, in particular, need to be included in both documents in order to receive federal and state funding and move forward to construction during the period when separate state and federal transportation plans are in place. Several projects are under consideration for federal earmarks and state funding through the Oregon Transportation Investment Act III project.

The Council is considering a budget proposal to postpone the next scheduled update to the RTP to allow more staff resources to be devoted to the 2040 Re-evaluation. This proposal would defer the bulk of the next RTP update to 2006-07, which would still meet state and federal planning requirements. In the interim, Metro will likely be asked amend the RTP, as necessary, to incorporate projects resulting from corridor studies or other transportation planning efforts.

If this proposal is approved, staff recommends that an explanatory handout be provided for the general public in the short term, since a Fall 2004 start to the next RTP update has been widely discussed.

QUESTION(S) PRESENTED FOR CONSIDERATION

- (1) Are there any concerns with the proposed amendments?

LEGISLATION WOULD BE REQUIRED FOR COUNCIL ACTION Yes No
DRAFT IS ATTACHED Yes No

SCHEDULE FOR WORK SESSION

Department Director/Head Approval _____
Chief Operating Officer Approval _____

REGIONAL SOLID WASTE MANAGEMENT PLAN PROPOSED DISCUSSION ISSUES

·Metro Council Work Session
Tuesday, April 20, 2004
Metro Council Chamber

METRO COUNCIL

Work Session Worksheet

Presentation Date: 04/20/04

Time: 2:30

Length: 60 minutes

Presentation Title: Identifying Key Planning Issues for the RSWMP Update

Department: Solid Waste & Recycling

Presenters: Janet Matthews, Karen Blauer

ISSUE & BACKGROUND

Metro is updating the Regional Solid Waste Management Plan (RSWMP) for the next decade (2005 to 2015). The purpose of RSWMP is to:

- Provide a framework for coordinating solid waste programs within the region;
- Establish direction for the solid waste system;
- Identify roles and responsibilities; and
- Fulfill a state requirement that Metro have a waste reduction plan.

During the past two months, over 80 stakeholders have been asked (a) whether the vision and goals in the current RSWMP are still relevant for the future; and (b) what key planning issues should be discussed during the update process.

At the March 23rd work session, you were briefed on the stakeholder comments received to date and, subsequent to that, provided your thoughts on key planning issues for the RSWMP update (summary of those comments attached).

At the conclusion of the 3/23 work session, next steps identified by staff were:

- 1) To complete phase one of public involvement (focus groups with the public, DEQ, and Metro staff remained); and
- 2) To develop and bring back to Council a recommended list of critical issues, options for addressing them, and associated trade-offs that could be discussed in a series of regional meetings during early summer.

This work session item follows up on those next steps.

First, to update public involvement: the results of a recent focus group of general public participants who are "users" of the solid waste system and/or residents involved in a variety of activities to improve the environment and the livability of the region. The citizens were asked for their impressions of and first-hand experiences with the solid waste system; they were asked about the things they think are most important to have in the system; and they were asked for their ideas about issues that should be addressed in the years to come.

Second, to further the development of a short list of critical issues for upcoming regional discussions: Council will be asked about criteria that should be considered in narrowing down the long list of planning issues identified by all stakeholders.

OPTIONS AVAILABLE

N/A

IMPLICATIONS AND SUGGESTIONS

N/A

QUESTION(S) PRESENTED FOR CONSIDERATION

- 1) Have staff adequately captured councilor comments on key RSWMP planning issues from the 3/23 work session?
- 2) Are there other comments on planning issues that councilors would like to make?
- 3) What criteria should be considered to select issues appropriate for regional discussions in phase 2 of the RSWMP update public involvement?

LEGISLATION WOULD BE REQUIRED FOR COUNCIL ACTION __ Yes No
DRAFT IS ATTACHED __ Yes No

SCHEDULE FOR WORK SESSION

Department Director Approval _____
Chief Operating Officer Approval _____

**Comments from Council Work Session
on
Key Planning Issues for RSWMP Update
Tuesday, March 23, 2004**

- How have changes in the industry (e.g., waste flow patterns of vertically integrated companies) affected the efficiency of the system overall?
- How would a privatized system provide services considered to be “in the public interest” (e.g., household hazardous waste collections)?
- How can Metro be involved in improving markets for recyclable materials?
- What are minimum sustainability goals to be considered?
- What financial tools can be used to help reach sustainability goals? Which goals does the public want to pay for?
- Does the region still have a commitment to a recycling goal?
- Address solid waste transportation issues: 1) minimize VMT in the region; and 2) identify less polluting long-haul transport options
- Address public ownership. Get regional perspective on public being part of the industry vs. solely a regulator (trade-offs). What are the benefits/drawbacks to having Metro continue to be a service provider?
- Importance of consistency in services being provided and maintained by public facilities.
- If the Bottle Bill is revisited by the Legislature, should Metro be ready with a policy preference to weigh in on the issue?
- Metro should have a responsibility to the marketplace to ensure the system works in a “healthy” way, e.g., even if a single company could provide all services for the region, wouldn’t the importance we place on competition in the system negate that?
- Economics, costs: how to provide the lowest cost services to ratepayers?
- Relationship between the cost of disposal and incentives for recycling.
- At what point will costs affect peoples’ consumption and disposal or recycling habits?
- How do fee changes affect the system?
- Incentives and caps – how are these tools working (e.g., changes in miles traveled by haulers to dump loads)?
- Using fees for other regional services – How do these costs get passed onto rate payers? How comfortable are rate payers with Metro taxing the system to pay for other services?

- What is the affect of across-the-board recycling efforts on natural resources? Should there be a hierarchy of products to recycle (renewables versus non-renewables)?
- What are the trade-offs between investing solid waste system revenues (profits?) into Parks services versus organics programs, for example?

A G E N D A

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METRO

Agenda

MEETING: METRO COUNCIL REGULAR MEETING
 DATE: April 22, 2004
 DAY: Thursday
 TIME: 5:00 PM
 PLACE: Gresham Council Chamber

CALL TO ORDER AND ROLL CALL

1. INTRODUCTIONS

2. CITIZEN COMMUNICATIONS

3. CONSENT AGENDA

3.1 Consideration of Minutes for the April 15, 2004 Metro Council Regular Meeting.

4. ORDINANCES – FIRST READING

4.1 **Ordinance No. 04-1045**, For the purpose of amending the 2000 Regional Transportation Plan (RTP) for consistency with the interim Federal 2004 RTP and statewide planning goals.

4.2 **Ordinance No. 04-1049**, For the Purpose of Council Approval for Amending Metro Code Section 5.02.060 Relating to the Metro Solid Waste Credit Policy.

4.3 **Ordinance No. 04-1050**, For the Purpose of Amending Section 4.01.050(B) of the Metro Code to Provide for a Reduced Admission Day at the Oregon Zoo.

5. ORDINANCES - SECOND READING

5.1 **Ordinance No. 03-1021A**, For the Purpose of Amending Title 4 of the Urban Growth Management Functional Plan to Improve its Protection of Industrial Land and to Make Corrections. McLain

5.2 **Ordinance No. 03-1022A**, For the Purpose of Amending the Employment and Industrial Areas Map to Add Regionally Significant Industrial Areas in Compliance With Subsection J of Section 3.07.420 of Title 4 (Industrial and Other Employment Areas) of the Urban Growth Management Functional Plan. Park

- 5.3 **Ordinance No. 04-1040**, For the Purpose of Amending the Metro Urban Growth Boundary, The Regional Framework Plan and the Metro Code to Increase the Capacity of the Boundary to Accommodate Growth in Industrial Employment. Park
- 5.4 **Ordinance No. 04-1041**, For the Purpose of Amending Metro's Regional Framework Plan to Better Protect the Region's Farm and Forest Land Industries and Land Base; and Declaring an Emergency. Hosticka
- 5.5 **Ordinance No. 04-1042**, For the Purpose of Amending Metro Code Chapter 5.02 to Amend Disposal Charges and System Fees. McLain
- 5.6 **Ordinance No. 04-1043**, For the Purpose of Amending Metro Code Chapter 5.03 to Amend License and Franchise Fees; and Making Related Changes to Metro Code Chapter 5.01. McLain
- 5.7 **Ordinance No. 04-1044**, For the Purpose of Adopting the Annual Budget For Fiscal Year 2004-05, Making Appropriations, and Levying Ad Valorem Taxes, and Declaring an Emergency. Newman
- 5.8 **Ordinance No. 04-1048**, For the Purpose of Amending Metro Code Chapter 7.01 To Increase the Amount of Additional Excise Tax Dedicated to Funding Metro's Regional Parks and Greenspaces Programs and to Provide Dedicated Funding for Metro's Tourism Opportunity and Competitiveness Account. Newman

6. RESOLUTIONS

- 6.1 **Resolution No. 04-3442**, For the Purpose of Approving the Year 15 Partnership Plan for Waste Reduction (FY 04-05) Park
- 6.2 **Resolution No. 04-3445**, For the Purpose of Amending the 2004-07 Metropolitan Transportation Improvement Program to include new Funding Appropriated to Transportation Projects in the Metro Area By the 2004 Federal Transportation Appropriations Bill. Park
- 6.3 **Resolution No. 04-3420**, For the Purpose of Authorizing the Chief Operating Officer to Purchase the Salinas Property in the Tualatin River Access Points Target Area. Hosticka

7. CHIEF OPERATING OFFICER COMMUNICATION

8. COUNCILOR COMMUNICATION

ADJOURN

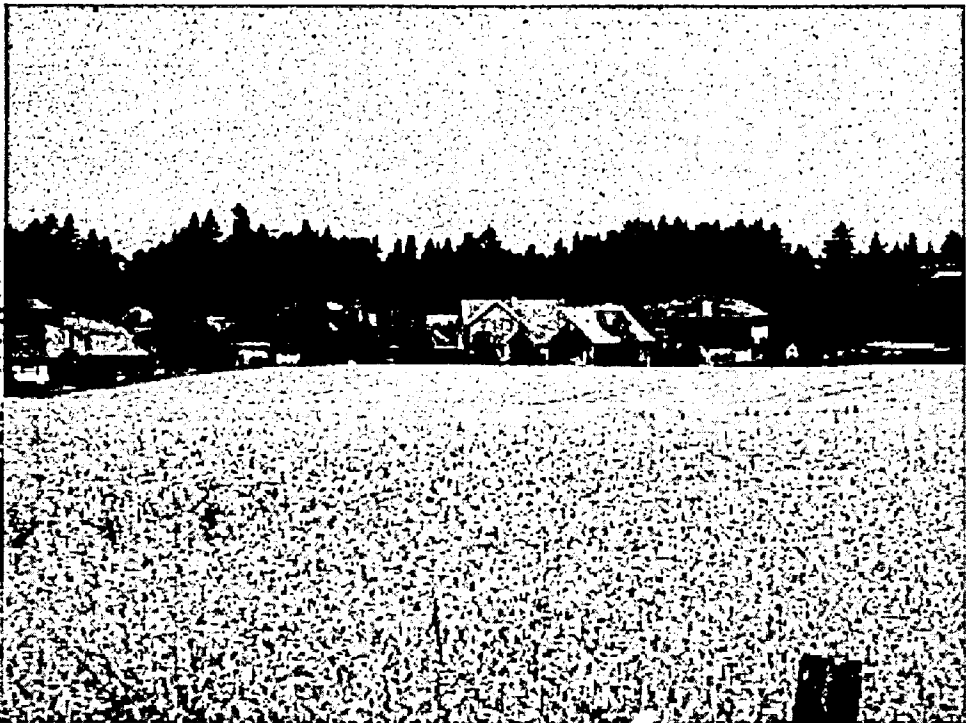
Television schedule for April 22, 2004 Metro Council meeting

<p>Gresham Channel 30 -- MCTV www.mctv.org -- (503) 491-7636 Monday, April 26 at 2 p.m.</p>	<p>Washington County Channel 30 -- TVTV www.yourtv.org -- (503) 629-8534 Saturday, April 24 at 11 p.m. Sunday, April 25 at 11 p.m. Tuesday, April 27 at 6 a.m. Wednesday, April 28 at 4 p.m.</p>
<p>Oregon City, Gladstone Channel 28 -- Willamette Falls Television www.wftvaccess.com -- (503) 650-0275 Call or visit website for program times.</p>	<p>West Linn Channel 30 -- Willamette Falls Television www.wftvaccess.com -- (503) 650-0275 Call or visit website for program times.</p>
<p>Portland Channel 30 (CityNet 30) -- Portland Community Media www.pcatv.org -- (503) 288-1515 Sunday, April 25 at 8:30 p.m. Monday, April 26 at 2 p.m.</p>	

0420 04/0 -02

***Limited Choices: The Protection of
Agricultural Lands and the
Expansion of the Metro Area
Urban Growth Boundary for
Industrial Use***

April 2004



The Questions

- 1. What lands currently designated as agricultural land under Statewide Planning Goal 3 could be added to the UGB for non-agricultural purposes without significant harm to the agricultural industry as a whole? How do these locations relate to statutory provisions in ORS 197.298(d)(2) that requires inclusion of land with lower resource capability as measured by the NRCS agricultural capability classification system (priority system)?**

The Questions

- 2. What actions could be taken by Metro as the manager of the UGB to enhance the viability of agriculture outside the boundary or eliminate or mitigate conflicts between urban uses and agriculture?**
- 3. Are there supporting industrial uses that could be located in specific areas adjacent to the UGB that could enhance the viability of agriculture?**

Metro Agricultural Lands Technical Workgroup

**Steve Campbell, Soil Scientist
USDA NRCS**

**Claire Klock, Conservation Specialist
Clackamas SWCD**

Multnomah Co. farmer (berry crops)

**Julie DiLeone, Conservation Planner
East Multnomah SWCD**

Barb Iverson

Clackamas Co. farmer (diversified crops)

**Jim Johnson, Land Use & Water Planning Coordinator
Oregon Department of Agriculture**

Metro Agricultural Lands Technical Workgroup

Dick Kover, Director Emeritus

Tualatin SWCD

Head of Soils Staff,

USDA SCS West Nat. Tech. Center (retired)

Ron Raney, Soil Quality Specialist

USDA NRCS

Scott Schaeffer

Multnomah Co. farmer (nursery)

Bart VanderZanden

Washington Co. farmer (nursery, grass seed)

Member of Governor's Industrial Lands Task Force

Metro Agricultural Lands Technical Workgroup

“From the beginning, the workgroup expressed concern with any expansion of the urban growth boundary onto agricultural lands, especially involving lands containing high capability agricultural soils. The basis of this concern is twofold relating to the economic contribution that agricultural plays in the region and the amount of agricultural land lost in the region.”

Analysis Factors:

Statutory Priority ORS 197.298

- **Exception Lands**
- **Soils Hierarchy**

“Beyond the identified available exception lands, the workgroup found few agricultural lands meeting the characteristics needed by industrial land users that did not contain soils classified as Class II or better agricultural capability.”

Analysis Factors:

Statutory Priority ORS 197.298

■ Soils Hierarchy

“It is important to note here that the workgroup did recognize areas of “poorer” capability soils located adjacent to or near the current urban growth boundary that should be considered for other uses, (e.g. residential, commercial, open space) before Class II or better soils, if future urban growth boundary expansions are warranted for such uses.”

Analysis Factors: Viability

- Site and situation
- Impact of urban development on nearby agricultural lands

Site and Situation

- **Capability factors: soils and water**
- **Suitability factors**
 - **Adjacent and area land use pattern. Includes analysis of edges/buffers.**
 - **Parcelization, tenure and ownership pattern.**
 - **Agriculture infrastructure**

Impact of Urban Development on Nearby Agricultural Lands

- **Infill v. protrusions**
- **Position as part of a block of agricultural land.**

Suggested Areas for Inclusion Into the UGB

- Recommendations in rank order.
- Higher priority for inclusion was given to areas determined to be of less importance to the continuation of commercial agriculture in the region.

Priority Considerations

- 1. Areas containing primarily exception lands should be urbanized first.**
- 2. “Isolation” of the study area when evaluated with other agricultural lands.**
- 3. Larger areas with the ability “to stand alone” should be protected over smaller more conflicted tracts.**

Priority Considerations

4. Areas with water rights, irrigation delivery and/or other agricultural infrastructure should be protected over areas with little or no water or infrastructure.
5. The existing and past farm use. Areas with more intensive, high-value production have lower priority for inclusion within the UGB over those generally characterized by extensive production.
6. The number and length of edges shared with agricultural lands.

Oregon Department of Agriculture Areas

IC 78 Group 1 areas are the highest priority for inclusion. Group 2 areas are the next highest priority and Group 3 areas are the lowest priority for inclusion.

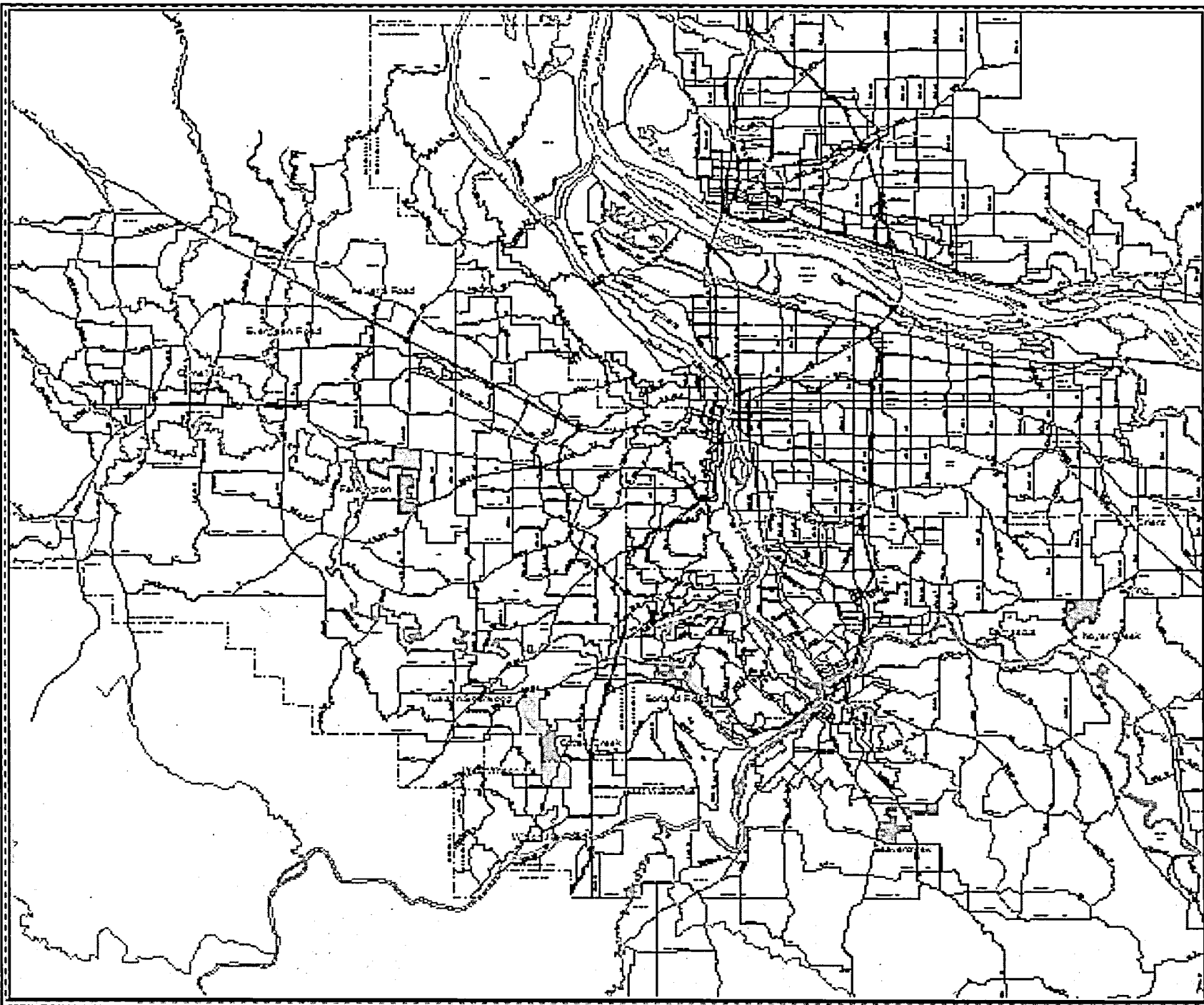
Group 1
 Eastern Rose
 Colfax Creek
 Roseburg

Group 2
 North Roseburg
 Appleton
 Clatsop
 Cannon Beach
 Seaside

Group 3
 East Roseburg
 Clatsop
 Cannon Beach
 Cannon Beach

Group 4
 Apple Creek
 Cannon Beach
 Cannon Beach

Urban Growth Boundary



Legend
 Oregon Department of Agriculture
 1978

Other Considerations & Recommendations

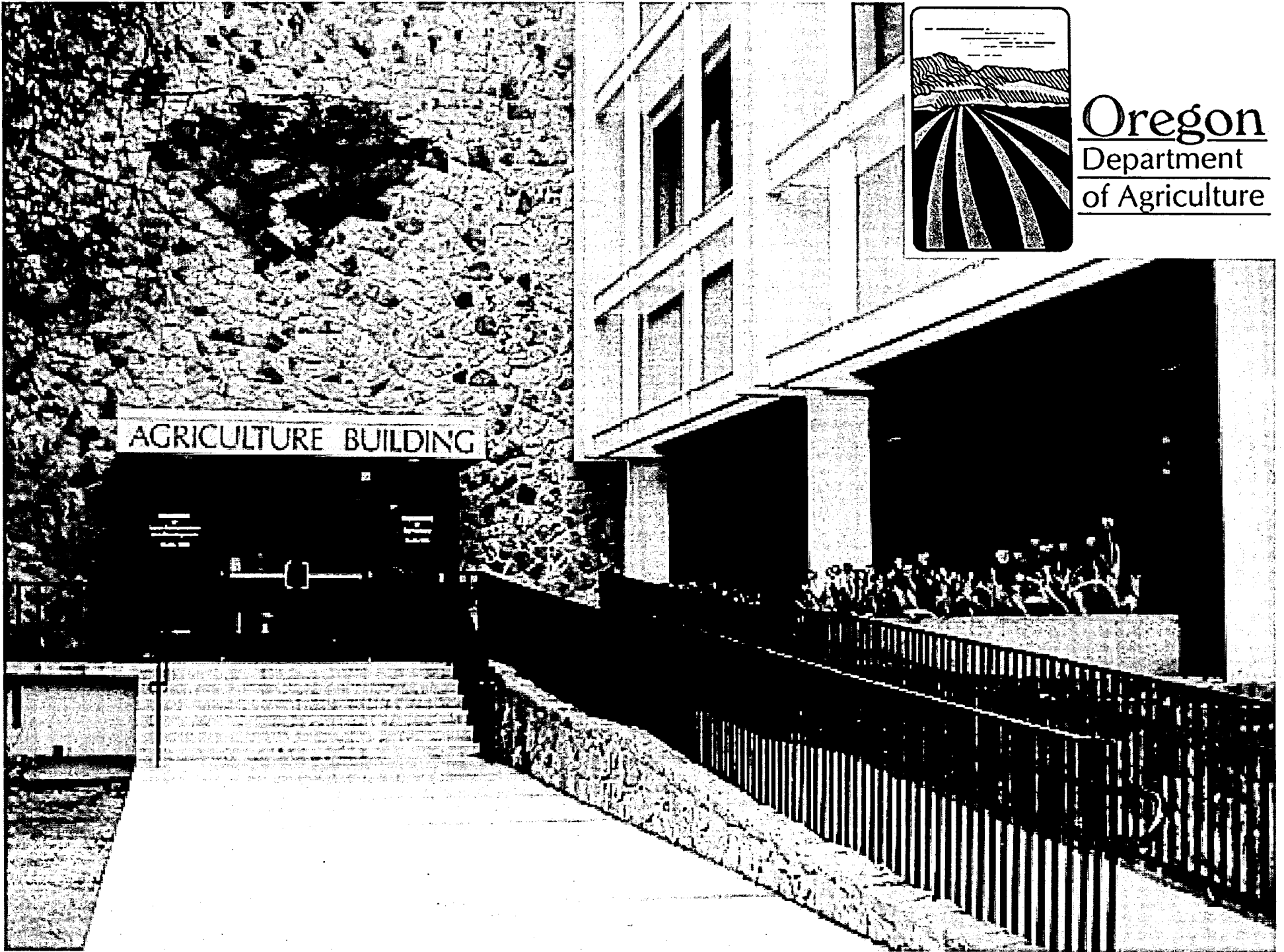
- 1. The workgroup supports ongoing efforts to protect industrial zoned lands from conversion to other uses.**
- 2. Consider mitigation for loss of high-value farmland.**
- 3. Future “Greenspace” acquisitions should consider and target lands not highly suited for farm use and/or that could provide buffers while meeting Metro’s needs.**

Other Considerations & Recommendations

- 4. Continue to encourage and explore ways to better use lands located within the UGB more efficiently.**
- 5. Consideration needs to be given to the nature of industrial development and the potential for more efficient use of lands zoned for industrial uses.**
- 6. Use of edges and buffers. Use existing ones, find and develop new ones.**

Other Considerations & Recommendations

- 7. Long-term urban growth decisions should be made only after coordinated population forecasts are utilized. Should include all Metro jurisdictions and the nearby cities of Banks, North Plains, Gaston, Sandy, Estacada and Canby.**
- 8. Further work is needed to examine the possibilities of locating industrial uses that support area agriculture at the edges of the UGB.**
- 9. Future transportation planning and funding decisions should consider the importance of region roads to agriculture and the impacts of commuter traffic on farming operations.**



Oregon
Department
of Agriculture

***Limited Choices: The Protection of Agricultural Lands
and the Expansion of the Metro Area Urban Growth
Boundary for Industrial Use***

***Prepared by the Metro Agricultural Lands
Technical Workgroup
April 2004***

Background

Metro, the regional government that serves more than 1.3 million residents in Clackamas, Multnomah and Washington Counties and the 24 area cities, will expand the metropolitan (metro) area urban growth boundary (UGB) early this summer to include additional land for future industrial development. Metro has indicated that the region is still approximately 2,000 acres short of the 20-year supply of industrial land required by state law.

Metro staff asked the Oregon Department of Agriculture (ODA) to provide technical assistance in their analysis of lands located adjacent to the current urban growth boundary that could potentially be included within the boundary to meet the identified need for industrial lands. Specifically Metro asked for help in addressing the following questions:

- 1) What lands currently designated as agricultural land under Statewide Planning Goal 3 could be added to the UGB for non-agricultural purposes without significant harm to the agricultural industry as a whole? How do these locations relate to statutory provisions in ORS 197.298(d)(2) that requires inclusion of land with lower resource capability as measured by the NRCS agricultural capability classification system (priority system)?
- 2) What actions could be taken by Metro as the manager of the UGB to enhance the viability of agriculture outside the boundary or eliminate or mitigate conflicts between urban uses and agriculture?
- 3) Are there supporting industrial uses that could be located in specific areas adjacent to the UGB that could enhance the viability of agriculture?

In response to this request, ODA established a Metro Agricultural Lands Technical Workgroup. The group is comprised of metro area farmers and individuals with technical expertise in metro area agriculture. The membership of the workgroup included:

Steve Campbell, Soil Scientist
USDA Natural Resources Conservation Service

Claire Klock, Conservation Specialist
Clackamas Soil and Water Conservation District
Multnomah County farmer (berry crops)

Julie DiLeone, Conservation Planner
East Multnomah Soil and Water Conservation District

Barb Iverson
Clackamas County farmer (diversified crops)

Jim Johnson, Land Use and Water Planning Coordinator
Oregon Department of Agriculture

Dick Kover, Director Emeritus
Tualatin Soil and Water Conservation District
Head of Soils Staff, USDA, SCS West National Technical Center, retired

Ron Raney, Soil Quality Specialist
USDA Natural Resources Conservation Service

Scott Schaeffer
Multnomah County farmer (nursery)

Bart VanderZanden
Washington County farmer (nursery, grass seed)
Member of the Governor's Industrial Lands Task Force

From the beginning, the workgroup expressed concern with any expansion of the urban growth boundary onto agricultural lands in the metro area, especially involving lands containing high capability agricultural soils. The basis of this concern is twofold relating to the economic contribution that agriculture plays in the region and the amount of agricultural land that has been lost in the region.

The value of metro area agriculture was \$635,606,000 in 2003, accounting for over 18-percent of the state's total production value. According to the U.S. Census of Agriculture, land in farms decreased by 289,435 acres between 1940 and 1997 in the three metro area counties. The Natural Resources Inventory (NRI), conducted by the USDA Natural Resources Conservation Service, indicates that for the time period 1982 to 1997, 31,400 acres of agricultural land was converted to urban and built-up lands.

Much of the land left available for agricultural production in the three county region contains high-value farmland soils. About 20-percent of the state total of high-value soils

and 20-percent of the prime farmland can be found in the metro counties. The NRI indicates that between 1982 and 1997, 17,400 acres of **prime farmland** was converted to urban and built up uses in the three metro counties. Put another way, over 55-percent of the agricultural land lost during that time period was prime farmland.

Identifying Potential Expansion Areas - Process and Analysis Factors

The approach the workgroup took was to focus on two questions. The group first concentrated on the question, "what should happen when all lands under consideration (available) for inclusion within the UGB contain soils with the same agricultural capability classification?" In other words, soils being equal, what lands should be urbanized? Or said another way, while all soils of the same class may be equal in their capability, they may not have the same suitability for commercial agriculture due to other factors.

Second, are there circumstances where the hierarchy established by the priority system established in state law (ORS 197.298) limits the ability to include agricultural lands with higher quality soils that, due to other constraints, may be less important to the industry than other agricultural lands with "poorer" soils? Several in the workgroup were aware of situations where an area composed of Class II soils is not as important to the agricultural industry as another area composed of Class III soils because of constraints imposed by others factors such as land use pattern, parcelization and lack of buffers or separation from nearby, nonfarm development.

Analysis by the workgroup involved both fieldwork and review of technical data provided spatially in map format. Data fields included:

- Soils
- Topography (slope)
- Zoning
- Existing land use
- Parcelization and ownership
- Water availability
- Land use (aerial photography)

Priority System

Analysis of study areas first focused on the priority hierarchy established in state law (ORS 197.298). Exception areas (lands not zoned for farm/forest use) and then agricultural lands with poorer agricultural capability were the focus of this analysis. The workgroup did identify several areas that contain primarily exception lands. They are listed in the first group of areas provided later on in this report. Beyond the identified available exception lands, the workgroup found few agricultural lands meeting the characteristics needed by industrial land users that did not contain soils classified as Class II or better agricultural capability.

It is important to note here that the workgroup did recognize areas of "poorer" capability soils located adjacent to or near the current urban growth boundary that should be considered for other uses, (e.g. residential, commercial, open space) before Class II or better soils, if future urban growth boundary expansions are warranted for such uses.

Viability Factors

After exhausting the lands available under the priority system established by state law the workgroup focused its analysis on factors it determined would best indicate lands of "less importance to the continuation of commercial agriculture in the region." The factors were used to help examine and evaluate the ability of any given parcel, tract or area to conduct long-term viable commercial agricultural operations (site and situation factors) and on the impact that a change in land use from agriculture to industrial (or other nonfarm uses) could have on farming operations in an area. The factors are discussed briefly below.

Site and situation factors

Analysis of these factors is perhaps better understood as an examination of both the capability (ability of the land to produce an agricultural product) and the suitability (ability to conduct viable farm use) of any given tract of land to be utilized for farm use.

Capability factors

Soils: Agricultural capability class as established by the USDA Natural Resources Conservation Service in the applicable soil survey.

Water: Information relating to the availability of water for irrigation of agricultural crops and livestock watering.

Suitability factors

Land use pattern: Adjacent and area land use pattern (nonfarm uses, exception areas). Includes analysis of edges that provide workable buffers between agricultural lands and nonfarm uses.

It is important to note that the workgroup was very mindful of trying to maintain and/or find (develop) good edges between agricultural lands and urban lands.

Parcelization (number and size), tenure and ownership pattern: In analyzing suitability, parcelization is important, but not always as a stand-alone factor. All other factors being equal, smaller parcels under multiple ownerships are less favorable for long-term commercial farm use. However, the practice of renting or leasing smaller (and larger) parcels needs to be taken into account. Long term, if

the smaller parcels are protected for farm use, they many times become available for rent, lease or acquisition for farm use, especially if they do not contain dwellings. A good example of this phenomenon is found in east Multnomah County where numerous smaller parcels are being utilized by the nursery industry. The workgroup believes that an area with many smaller parcels that contains good agricultural soils with little or no nonfarm, residential development should be protected for farm use.

Agriculture infrastructure: Elements such as transportation, irrigation delivery, agricultural special districts, etc. can be important factors in the long-term viability of an area.

Impact of urban development on nearby agricultural lands

Regardless of the suitability of a given tract as agricultural lands, its development for urban uses can present compatibility issues with nearby agricultural activities. The workgroup gave strong consideration to the impact that the inclusion of any given land within the urban growth boundary might have on nearby agricultural activities.

Infill v. protrusions

Tracts of land that in effect would “infill notches” in the urban growth boundary” were generally looked upon more favorably than tracts that would extend or protrude out into agricultural lands. Edges again are important here. The size of the tract is also important. The larger the tract, the better the chance that it can be farmed effectively even when bordered by urban land on one or more sides. Physical features, compatible land uses, and transportation corridors can also buffer or mitigate impacts associated with the location of agricultural land at the edge of the urban area.

Position as part of a block of agricultural land

The workgroup was very cognizant of protecting the integrity of large blocks of agricultural land (core agricultural areas). Integrity involves many issues including the ability to operate with limited conflicts, curtailing speculative land values and maintaining a critical mass of land sufficient to leverage the infrastructure needs of the industry. Concerns related to protecting and maintaining region agricultural core areas also lead to recommendations contained later on in this report, which deal with establishing permanent edges and establishing buffer areas.

Suggested Areas for Inclusion Into the Urban Growth Boundary

The areas identified by the workgroup are listed in order of priority for inclusion within the urban growth boundary. Higher priority for inclusion was given to areas the workgroup determined to be of less importance to the continuation of commercial

agriculture in the region. Group 1 areas have the highest priority for inclusion, Group 4 the lowest. Areas listed within each group are also listed in order of priority for inclusion.

Areas were prioritized generally based on the following considerations:

1. Areas containing primarily exception lands should be urbanized first.
2. "Isolation" of the study area when evaluated with other agricultural lands.
3. Larger areas with the ability "to stand alone" should be protected over smaller more conflicted tracts.
4. Areas with water rights, irrigation delivery and/or other agricultural infrastructure should be protected over areas with little or no water or infrastructure.
5. The existing and past farm use. Areas with more intensive, high-value production have lower priority for inclusion within the UGB over those generally characterized by extensive production.
6. The number and length of edges shared with agricultural lands.

A list of areas is provided below followed by a discussion of each area. Maps showing the boundaries of each area are provided at the end of the report.

Group 1

1. Borland Road Area
2. Coffee Creek Area
3. Beaver Creek Area

Group 2

4. Tualatin/Sherwood Area
5. West Wilsonville Area
6. Wilsonville Road Area
7. Damascus Area
8. Boring Area

Group 3

9. East Wilsonville Area
10. Orient Area
11. Evergreen Road Area
12. Helvetia Road Area

Group 4

13. Noyer Creek Area
14. Cornelius Area
15. Farmington Area

Group 1

The areas listed in this group contain primarily lands not zoned for resource use (exception lands and isolated tracts of agricultural land that are interspersed amongst the larger area.

Borland Road Area: 284 gross acres

This area is comprised totally of exception lands. Two nurseries were identified in the area, each using multiple parcels that could be utilized as a single tract of land.

Coffee Creek Area: 389 gross acres

This area is comprised entirely of exception lands. The workgroup recognizes there are some limitations related to soils in this area but believes there are opportunities to develop several larger tracts of land within this area. Analysis of this area for development potential should include the Sherwood and West Wilsonville areas.

Beavercreek Area: 880 gross acres

This area contains large tracts of exception lands the workgroup believes could be developed together as single units. While the area contains numerous individual parcels, it was evident from both inspection in the field and aerial photography that parcel boundaries do not always correspond with the landscape and field patterns. This area also includes approximately 110 acres of agricultural land located south of Henrici Road. This area is nearly surrounded by exception lands.

Group 2

These areas contain both resource and exception lands. All areas are bounded on several sides by the existing urban growth boundary and other exception lands. Opportunities also exist to provide buffers and/or establish edges between agricultural lands and the urban area.

Tualatin/Sherwood Area: 692 gross acres

This area contains lands zoned as agricultural or forest land. It includes large areas not suited for agricultural use due to soils conditions and/or related mining activities. The few, ongoing agricultural operations in this area are isolated from larger core agricultural areas and are surrounded or nearly surrounded by urban lands, exception lands and lands containing nonfarm uses. This area is bordered on the majority of its perimeter by urban lands and exception lands. The remaining segment of the perimeter involves lands that are designated as agricultural land owned by the U.S. Fish and Wildlife Service that is used as wildlife habitat. Wildlife refuge lands would provide a buffer. Urbanization of

this study area would present little, if any, potential for conflict with agricultural operations located in the vicinity.

Ongoing mining operations in the area could preclude the short-term development of parts of the area. However, the workgroup believes that this area needs to be protected for future industrial development.

West Wilsonville Area: 614 gross acres

This area includes both agricultural and exception lands. It is bordered on three sides by urban and exception lands. The fourth side is adjacent to agricultural lands that have been heavily parcelized, east of Baker Road. The exception lands located within this area along Tooze Road cut off the study area agricultural lands from agricultural lands located to the west. This exception area would provide a buffer between agricultural lands and the study area should it become urbanized.

Not unlike the Coffee Creek area, the workgroup recognizes that there are some limitations related to soils in this area. There also appear to be opportunities to develop several larger tracts of land within this area. A large area of homogeneous land use exists west of Grahams Ferry Road in the southeast portion of the area. The land use pattern could allow for the consolidation of several parcels into one or more tracts that could be well suited to industrial use.

Analysis of this area for development potential should include the Coffee Creek area.

Wilsonville Road Area: 250 gross acres

This area involves a tract of agricultural land that is wedged into a notch of the urban growth boundary. The majority of the study area perimeter is adjacent to the existing urban area. The western edge of this area borders agricultural land. This edge is heavily wooded and drops off to a steep ravine running parallel with Bell Road. This topographic feature would provide a good physical edge between the urban area and agricultural operations located west of Bell Road.

Damascus Area: 73 gross acres

This area contains several parcels designated for agricultural use. It occupies a small notch that exists in the current urban growth boundary. This area is bordered on the south by forestland that steeply drops off to the south towards Highway 224 and the Clackamas River. The topography and forested land use in effect isolates this relatively small area from other agricultural lands located south of Highway 224.

Boring Area: 132 gross acres

This area is comprised of agricultural lands that are completely surrounded by exception lands. A narrow band of exception lands is located to the west between the study area

and the existing urban growth. The community of Boring is located nearby to the east. This area is a small island of agricultural land that is isolated from larger blocks of agricultural land located in the vicinity. Little opportunity exists to provide buffers between farm uses operating within this area and the existing or future nonfarm development on the surrounding lands. The relatively small size of the area also limits its ability to buffer itself from adjacent urban and nonfarm development.

Group 3

East Wilsonville Area: 1,065 gross acres

This large block of land is bordered on the west by the existing urban growth boundary and to the north by a large rural residential exception area. Agricultural lands border the area to the south and the east. Newland Creek forms the eastern edge of the area. Advance Road corresponds with the southern boundary. Parcelization, lack of existing intensive or irrigated agriculture, limitations on future irrigation development and the fact that the general area is not part of a larger core agricultural area lead the workgroup to list this area. The large size of the area, combined with the soils, moved it down in priority.

While the majority of the soils in this area are Class II, there is not a great deal of intensive or high-value agricultural production in the area. Grass and grain crops and some livestock production are present at a commercial scale. There is little evidence of irrigated agriculture occurring in the area. The area is also located within a groundwater-limited area, which precludes the development of additional groundwater sources for irrigation. Small-scale or hobby agriculture is quite prevalent. Although there are several parcels located within this area that exceed 40 acres in size, the vast majority are 20 acres or less in size. Many of the larger parcels are located adjacent to the existing urban growth boundary. Newland Creek and the nonfarm residential development along 45th Street could provide a good buffer between agricultural lands located to the east and the study area.

Orient Area: 469 gross acres

This study area is located within a larger agricultural region that can be generally described as being located east of Gresham and Troutdale and north of Highway 26. The predominant farm use in this area is the production of nursery stock. Large blocks of agricultural land are bordered by large blocks of exception lands that are used for both rural residential and farm use.

The subject study area is comprised of two smaller island of lands zoned for agricultural use that are completely surrounded by exception lands or urban areas. Many of the parcels located in exception areas are currently in farm use, primarily nursery production. It is very common for small parcels (both exception and agricultural lands) to be utilized in conjunction with several other parcels for nursery production. This is especially true

along 282nd Avenue where many of the exception parcels have nonfarm development located immediately adjacent to the road while the rear area is in farm use.

Recognizing the isolation of the two agricultural areas by the exception lands in this area, the relatively small size of farm parcels within the study area, the density of nonfarm dwellings and other nonfarm uses within the study area, the priority of exception lands for inclusion with an urban growth boundary (regardless of land use) and the availability of some exception lands for larger scale development, the workgroup decided to include this area on the list. The high production value of existing nurseries located within the area kept this area lower on the list.

In the Orient area, workgroup identified two areas of land zoned for agricultural use that merit long-term protection. Both of these areas contain intensive commercial agricultural operations on larger parcels. These areas include agricultural lands located: 1) in an area bounded on the west by the existing urban growth boundary, the south by Dodge Park Blvd. and the north and east by the Sandy River; and 2) in an area located south of Johnson Creek and generally Dodge Park Blvd. and east of 282nd Avenue.

Evergreen Area: 610 gross acres

The “nearly surrounded” nature of the agricultural lands, potential for good edges, parcelization and the general lack of irrigation are the primary reasons this area received consideration.

This area includes agricultural lands and a finger of exception lands that protrudes out generally along Sewell road away from the current urban growth boundary. Agricultural lands located within this area are bordered by the Sewell Road exception lands on the west, the urban growth boundary on the south and east and Weibel Creek to the north. Much of the agricultural land located south of Weibel Creek has been parcelized. Farming practices are generally extensive in nature (grains, hay and grass seed) with little evidence of irrigation being used. The subject area is also located outside the Tualatin Valley Irrigation District. Weibel Creek, its associated riparian corridor and the exception lands located along Sewell Road would provide buffers between future urbanization and farming operations located further to the north and the west.

Helvetia Road Area: 235 gross acres

This area contains both agricultural lands and exception lands. The exception lands are oriented as an “L” that borders Helvetia Road and angles east into the designated agricultural lands. The area is bordered on two sides by the urban growth boundary and the remaining two sides roads that are heavily traveled. Several rural residential dwellings and a mobile home park located within the area compromise the agricultural integrity of the area.

This area was placed lower in priority due to the concern that the workgroup has about expansion into agricultural lands north of Highway 26. However the workgroup could not ignore the land use pattern both within the area, the location of the area within a small notch of the current urban growth boundary and the two hard edges provided by Helvetia and West Union Roads. *The workgroup recommends that future expansion west of Helvetia Road and north of West Union Road be scrutinized and consideration be given to precluding future expansions in these areas.*

Group 4

This last group includes areas with which the workgroup struggled. The group remains concerned about the implications that inclusion of these areas within the urban growth boundary may have on the long-term integrity of agricultural core areas or the conversion of viable blocks of agricultural lands.

Noyer Creek: 692 gross acres

Composed predominantly of lands zoned for agricultural use, this area is located in a large notch of the urban growth boundary. Exception lands border the area to the northeast and the southwest. Noyer Creek, the North Fork Deep Creek and their associated "canyons" border the area to the east. The Clackamas River and associated steeper terrain is located south of the area. This area is effectively isolated from other resource lands in the area by substantial topographic features and is bordered on a large part of its perimeter by urban or exception lands. The physical features discussed above would provide excellent edges and buffers between urban development and resource lands. Large blocks of agricultural lands are located to the south and the east.

The group recommends that the Clackamas River and Noyer/North Fork Deep Creek be considered a hard edge and that it be utilized to buffer agricultural operations located to the south and east from urban development.

The workgroup set a low priority for this area due in large part to the size of the area, the larger size of parcels in farm use and the existence of large scale nursery operations and associated infrastructure.

Cornelius Area: 224 gross acres

This area contains two parcels of agricultural land containing approximately 50 acres located between two exception areas that are also included in the study area. The two agricultural land parcels are nearly surrounded by urban and exception lands. Several nonfarm dwellings are located within each of the two exception areas.

The workgroup is very concerned about beginning a pattern of development that would protrude out into the agricultural lands located north of Cornelius and Forest Grove and west of Hillsboro. The current urban growth boundary corresponds with Council Creek.

Council Creek and its associated floodplain and riparian zone currently provide a good edge and buffer between urban and resource lands. *The area located north of these cities and west of the City of Hillsboro is considered by the workgroup to be a core agricultural area in the county and metro area. The long-term integrity of this agricultural core area could be compromised with the protrusion of development into the core area.*

Farmington Area: 1,452 gross acres

All lands within this area are zoned as agricultural land. Not unlike the Noyer Creek Area, this area could be described as a larger block of agricultural land that is wedged into the existing urban growth boundary. However, the area is bordered on a great deal of its perimeter by agricultural lands with no obvious opportunities to buffer nearby agricultural operations from urban development. The workgroup also recognized that the north edge of this area that borders the existing urban growth boundary is developed with both a railroad and a highway. This transportation corridor provides an excellent buffer between agricultural operations within the subject area and urban development located to the north.

The location of the area in a notch, and its long eastern and southern edges shared with urban and exception lands, were the principal reasons why this area was listed. Two considerations led to this area being listed with the lowest priority for inclusion. First, this is a large area of prime farmland with substantial ability to stand alone as a farm unit, due in no small part to the buffer provided to the north and its large size. Second, there exists little, if any, opportunity to provide either an edge or a buffer along the shared western and eastern borders this area shares with adjacent agricultural lands.

Other Considerations and Recommendations

In response to questions Metro staff posed to ODA regarding actions that could be taken to enhance the viability of metro area agriculture, the workgroup offers the following recommendations for consideration:

1. The identified "needs" for siting industrial land ultimately focus on lands with gentle slopes, which in the metro area tend to be Class II or better agricultural land. Because of the value of these lands to both industrial land siting and the agricultural industry and concerns that the group have regarding loss of industrial land to other nonfarm uses, the workgroup supports ongoing efforts to protect industrial zoned land from conversion to other uses.
2. Metro should study and consider mitigation for the loss of high-value farmland in the region. Examples of possible mitigation measures include
 - a) Establish requirements for and require establishment of buffers when new lands are brought into the boundary, and

b) Establishment of agricultural reserves and the use of agricultural easements to establish better edges. A mitigation fund/bank could be established where funds could be deposited as mitigation for conversion of high-value farmland.

3. Future "greenspace" acquisitions should consider and target lands not highly suited for farm use that also meet the needs of Metro and/or lands that could provide buffers between agricultural and urban lands.

4. Metro should continue to encourage and explore additional ways to better use lands located within the urban growth boundary more efficiency.

5. Consideration needs to be given to the nature of industrial development and the potential for more efficient use of lands zoned for industrial use. The workgroup is concerned about the use of single story structures and parking facilities and the size and nature of the "park-like campus" that is many times associated with an industrial development.

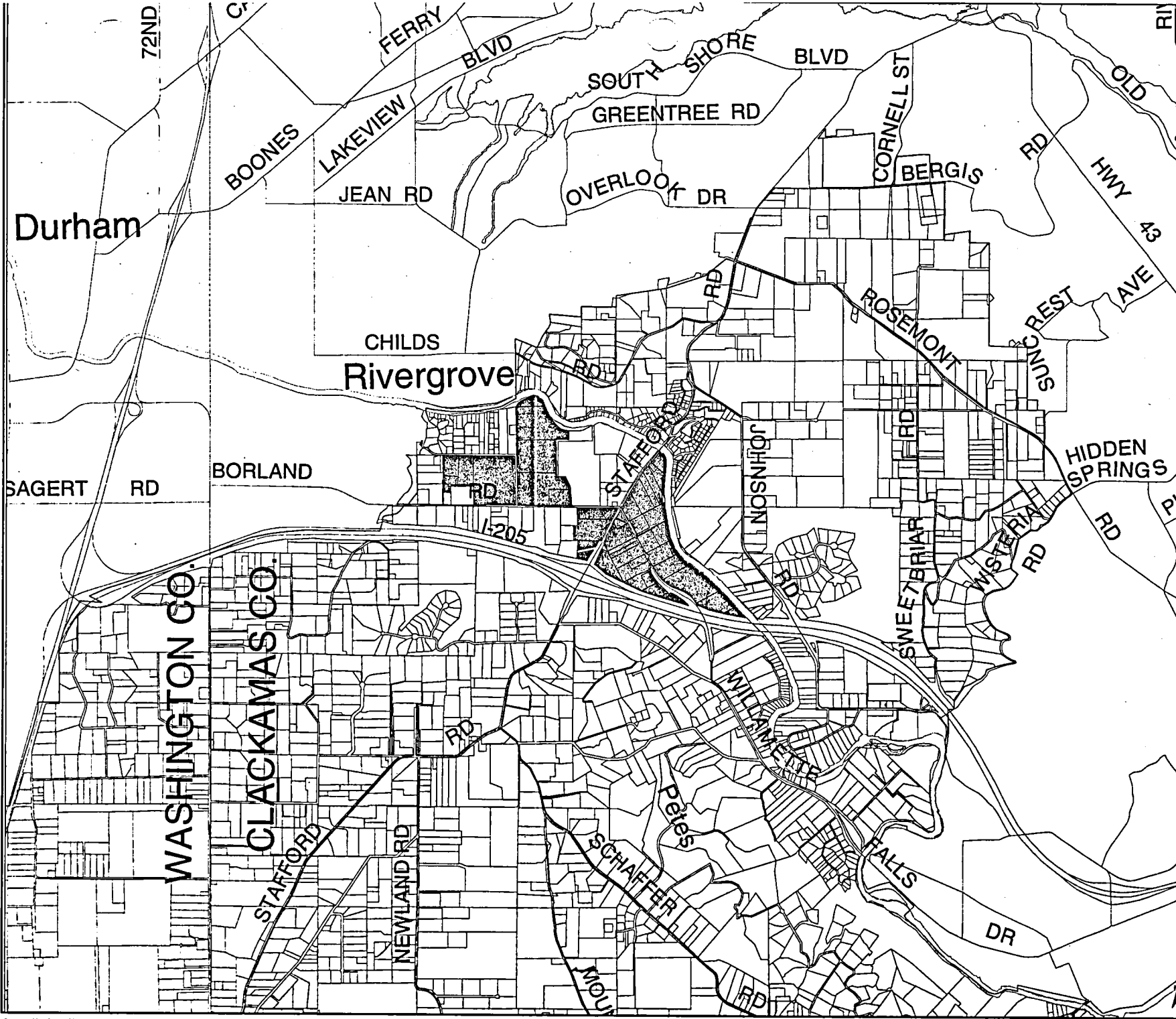
6. Much of this report focuses on edges and buffers between agricultural and urban lands. Where good edges exist, they should be utilized. And where opportunities exist to develop new edges, they should be pursued. Several edges or potential edges are identified throughout this report and the workgroup recommends that strong consideration be given to their development. Metro should give additional consideration to establishing edges between other core agricultural areas and urban development.

A key edge in the Metro area not discussed previously in this report is the Willamette River. The workgroup strongly recommends that no expansions of the urban growth boundary occur south of the Willamette River. The prairie lands located south of the Willamette River are overall the state's most valuable and productive agricultural lands. The area located immediately south of the Willamette contains prime farmland and the OSU North Willamette Research and Extension Center (NWREC). This facility provides many key services to Oregon's largest agricultural industry, nursery and greenhouse production and to the small fruit industry. It is also important to point out that many of the nonfarm uses located in the area either pre-date (and have a history of compatibility with farm use) or were approved only after a determination that the use would be compatible with farm and forest uses. A good example is the golf course that was sited in the area. It was approved only after it was determined that it would not significantly increase the cost of accepted farm and forest practices on surrounding lands devoted to farm and forest use and that its development and operation would not force a significant change in accepted farm and forest practices on surrounding lands [see ORS 215.296(1)].

7. Long-term urban growth decisions should be made only after coordinated population forecasts are utilized. Any coordinated population forecast should include Metro, the subject counties and cities located within the urban growth boundary and the nearby cities of Banks, North Plains, Gaston, Sandy, Estacada and Canby.

8. Further work is needed to examine the possibilities of locating industrial uses that support area agriculture at the edges of the urban growth boundary.

9. Finally, the workgroup is concerned about the impacts of urban commuter traffic on roads cutting through metro core agricultural areas. Many times it is difficult at best to move farm machinery between fields or to move agricultural products from the farm to the market. Key examples of this problem include traffic between the Forest Grove/Cornelius area and North Plains, between the Sherwood area and Hillsboro and the difficulty of moving trucks from nurseries located in east Multnomah County and northern Clackamas County to Interstate 84. Future transportation planning and funding decisions should consider the importance of these roads to agriculture and the impacts of increased traffic flows on farming operations.





Durham

Rivergrove

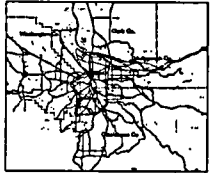
Oregon Department of Agriculture Areas

Borland Road Area

-  Study Areas
-  Urban Growth Boundary

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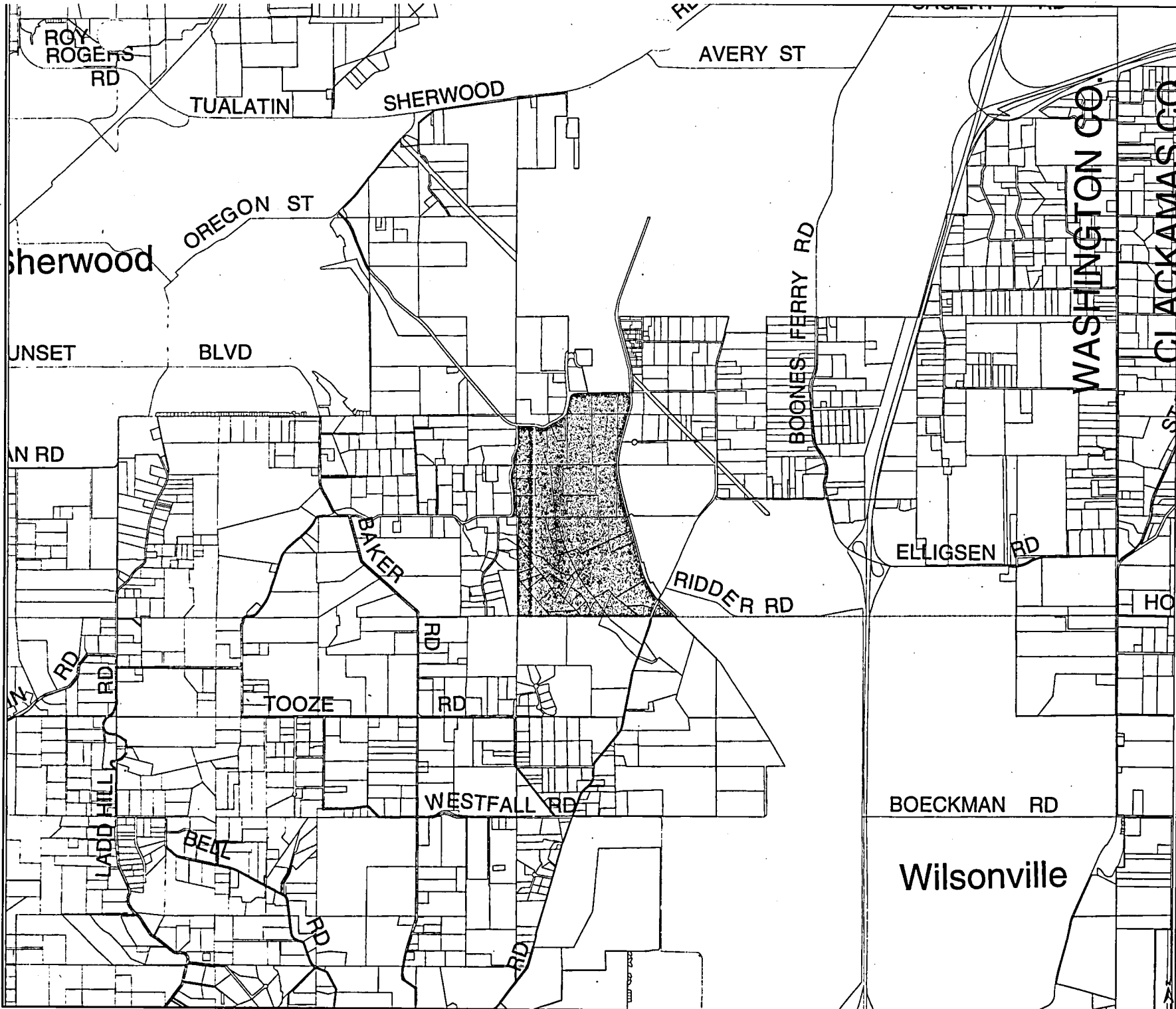
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Location Map





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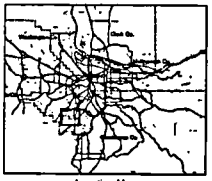
Oregon Department of Agriculture Areas

Coffee Creek Area

-  Study Areas
-  Urban Growth Boundary

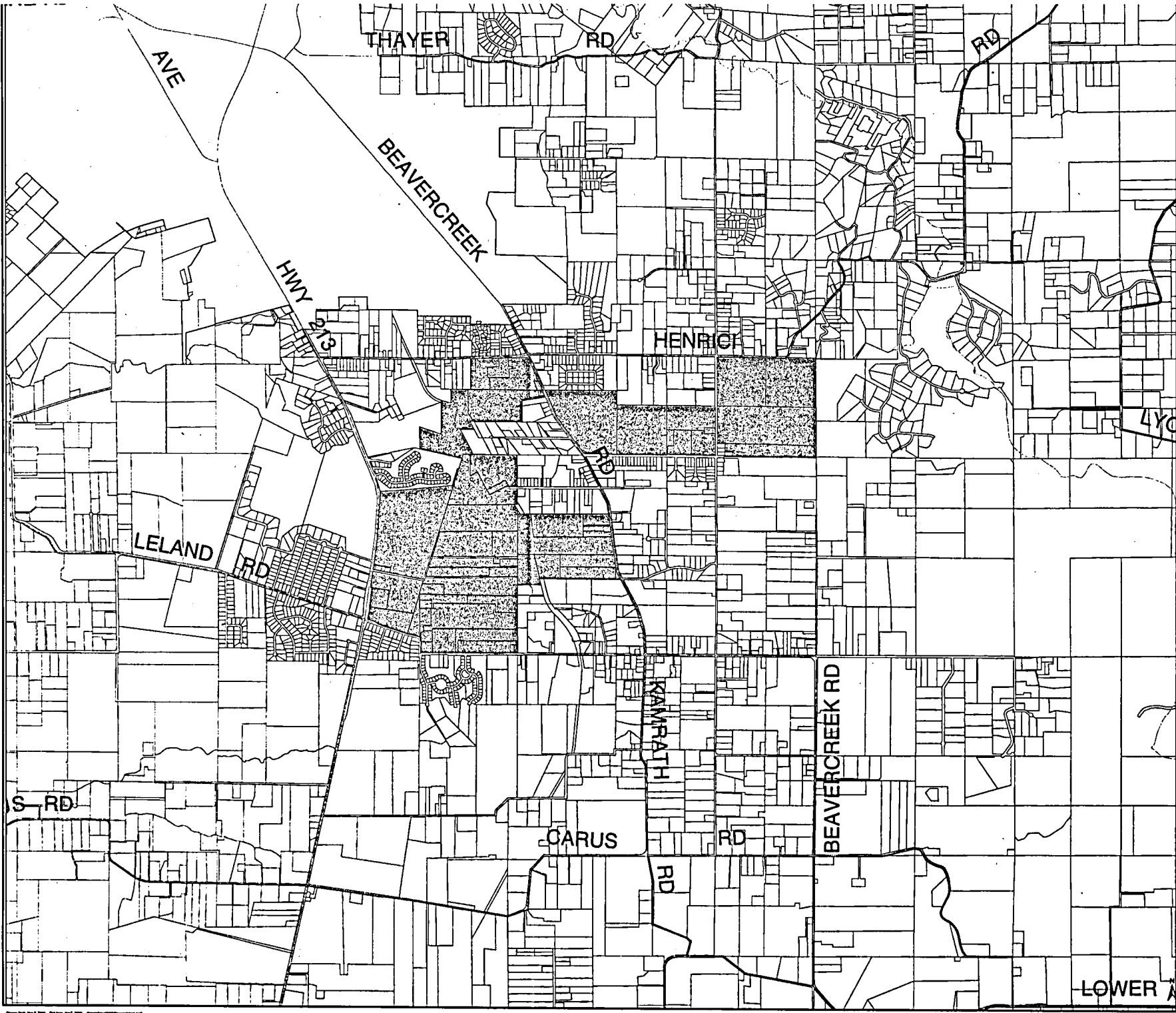
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1 inch equals 1000 feet
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Location Map

 NORTH
 OREGON DEPARTMENT OF AGRICULTURE
 1000 NE Oregon Street, Portland, Oregon 97232
 (503) 281-1100 FAX (503) 281-1101
 www.oregon.gov/ODA



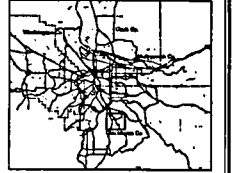
Department of Agriculture Areas

Beaver Creek Area

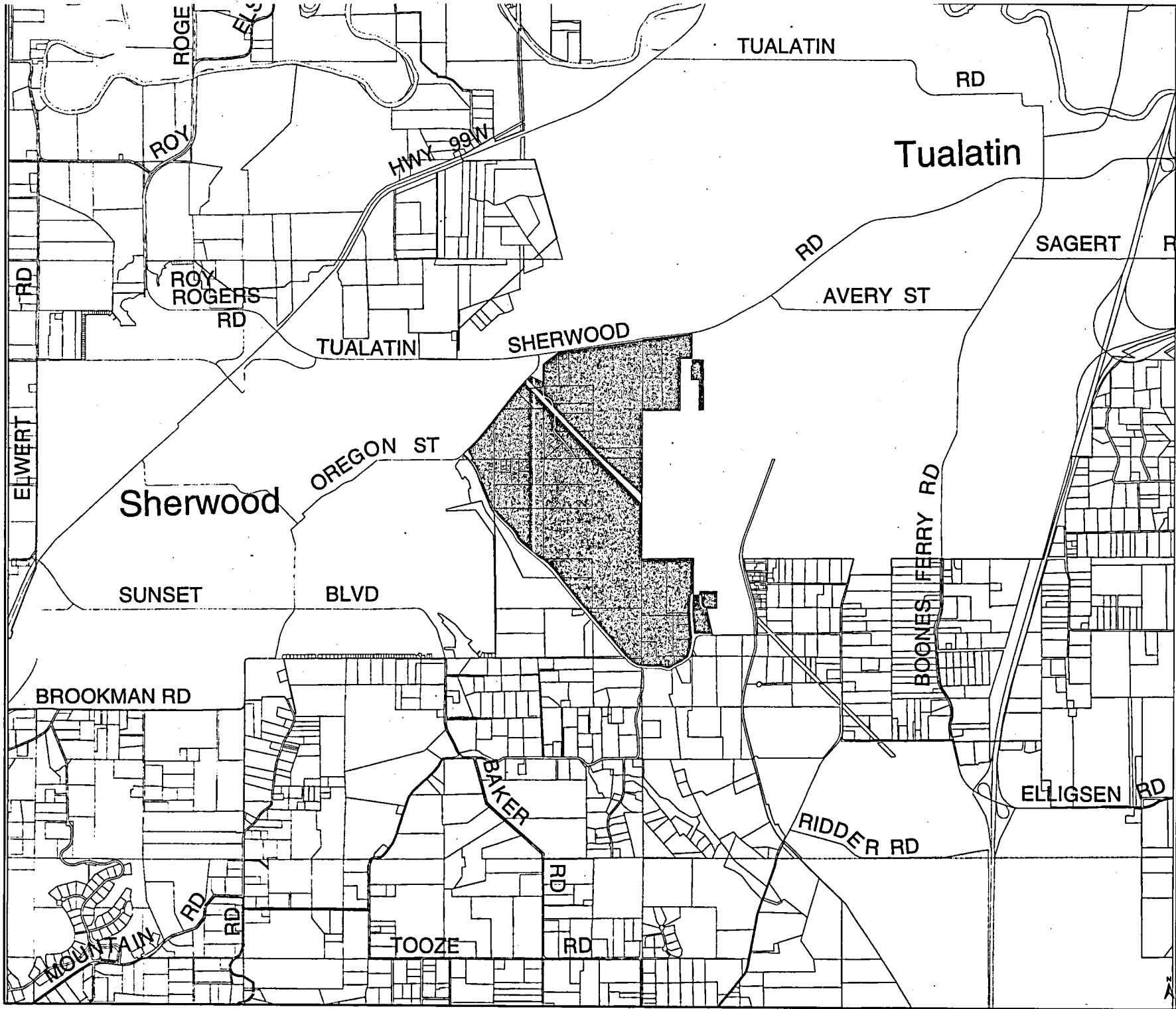
-  Study Areas
-  Urban Growth Boundary



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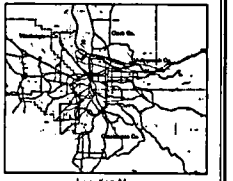
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-  Study Areas
-  Urban Growth Boundary

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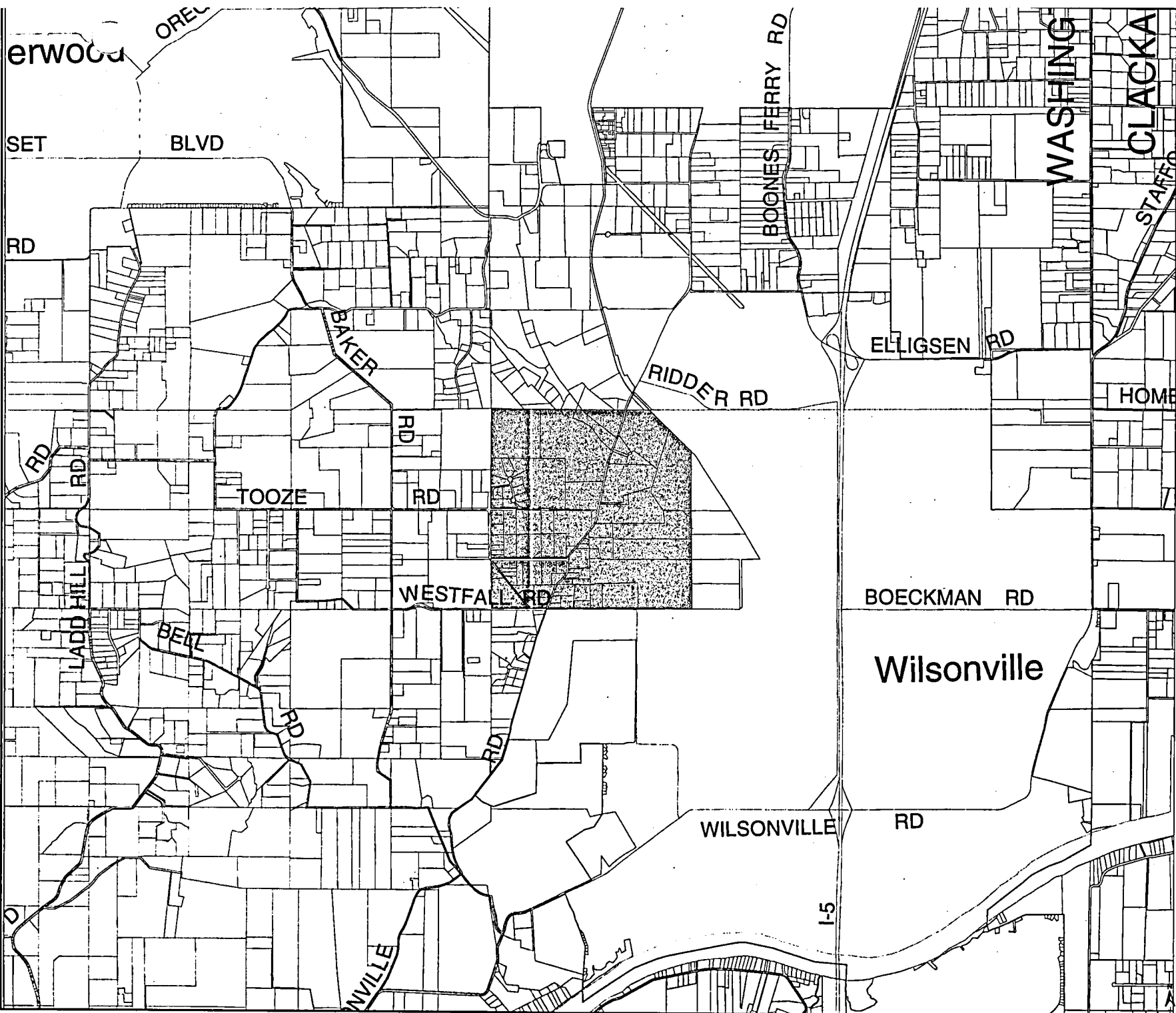
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REGIONAL LAND INFORMATION SYSTEM

Oregon Department of Agriculture Areas

West Wilsonville Area

Study Areas

Urban Growth Boundary

1:50,000 Scale

0 500 1,000 Feet

Location Map

OR 5000

ORIGIN DATA PROVIDED BY

OR 5000

OR 5000

erwood

OREGON

SET

BLVD

RD

BOONES FERRY RD

WASHING

CLACKA

STAFF

ELLIGSEN RD

RIDDER RD

HOME

TOOZE

RD

WESTFALL RD

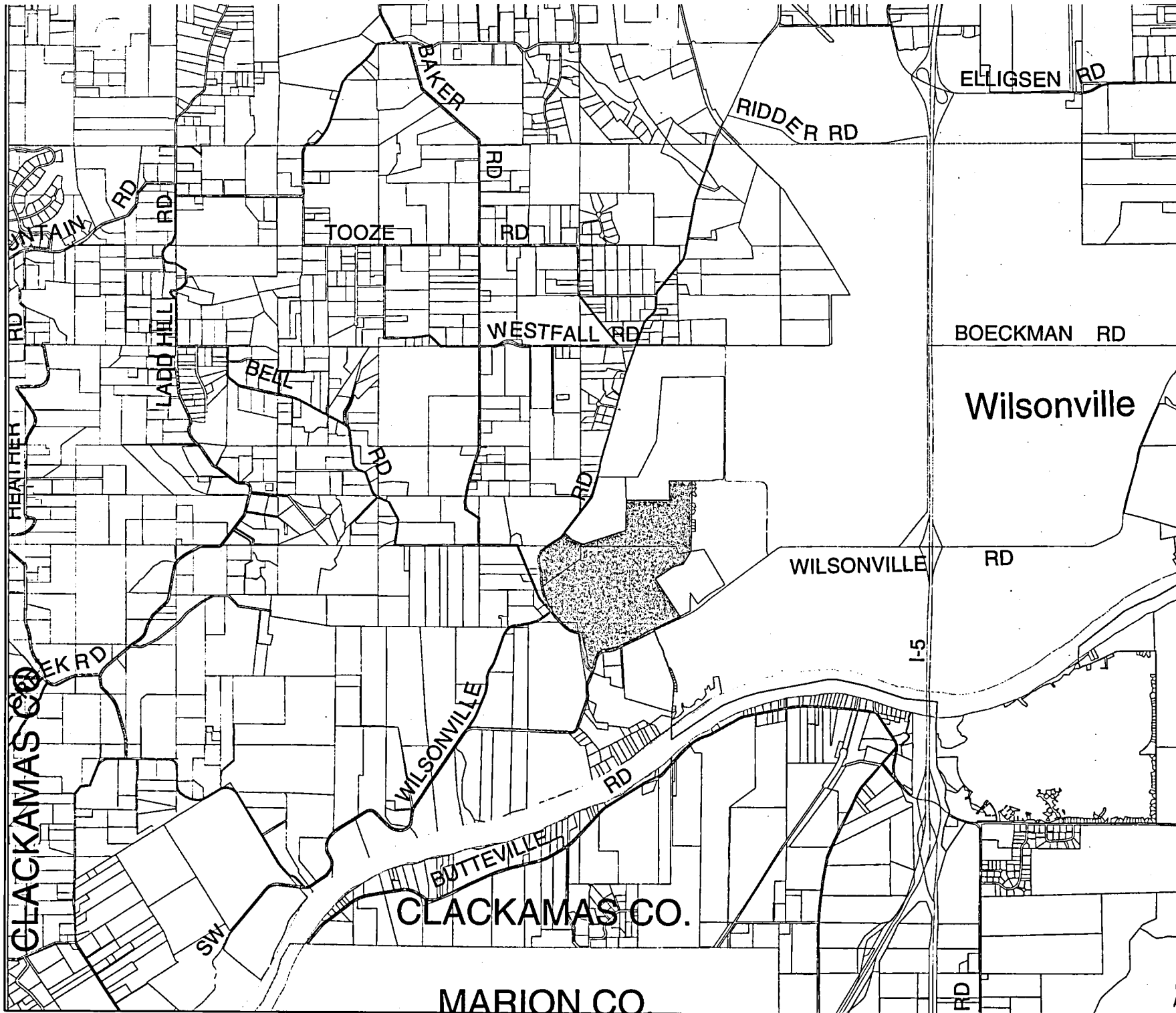
BOECKMAN RD

Wilsonville

WILSONVILLE RD

I-5

WILSONVILLE



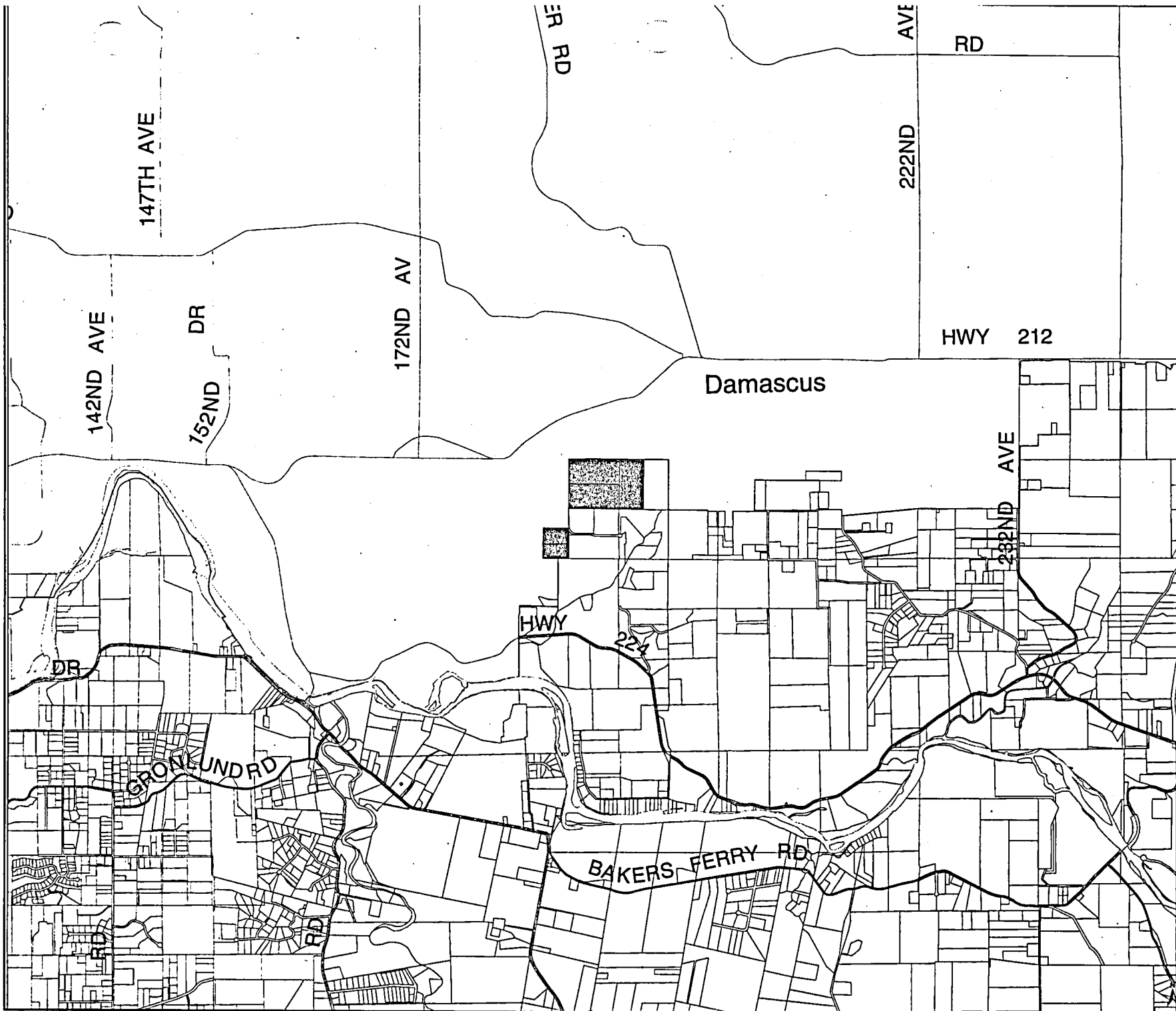
Oregon Department of Agriculture
 Division of Agriculture Areas
 Wilsonville Road Area

Study Areas
 Urban Growth Boundary

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1 inch equals 1000 feet
 North Arrow
 Scale: 1" = 1000'


Location Map
 OREGON
 DIVISION OF AGRICULTURE AREAS
 2010




REGIONAL LAND INFORMATION SYSTEM

Virginia Department of Agriculture Areas

Damascus Area

 Study Areas

 Urban Growth Boundary

1 inch equals 1000 feet

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Location Map

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MAS CO.

D

222ND AVE RD

242ND AVE

HWY 212

ASCUS

232ND AVE

272ND AVE

282ND

RICHEY RD

Boring

KELSO

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NATIONAL LAND INFORMATION SYSTEM

on Department of Agriculture Areas

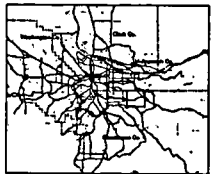
Boring Area

Study Areas

Urban Growth Boundary

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Scale: 1:60,000





Location Map

Map of Oregon showing the location of the study area in the southeastern part of the state. The map includes major cities and transportation routes.

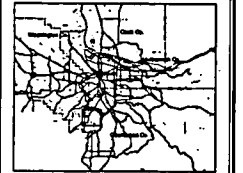


Oregon Department of Agriculture Areas

East Wilsonville Area

-  Study Areas
-  Urban Growth Boundary

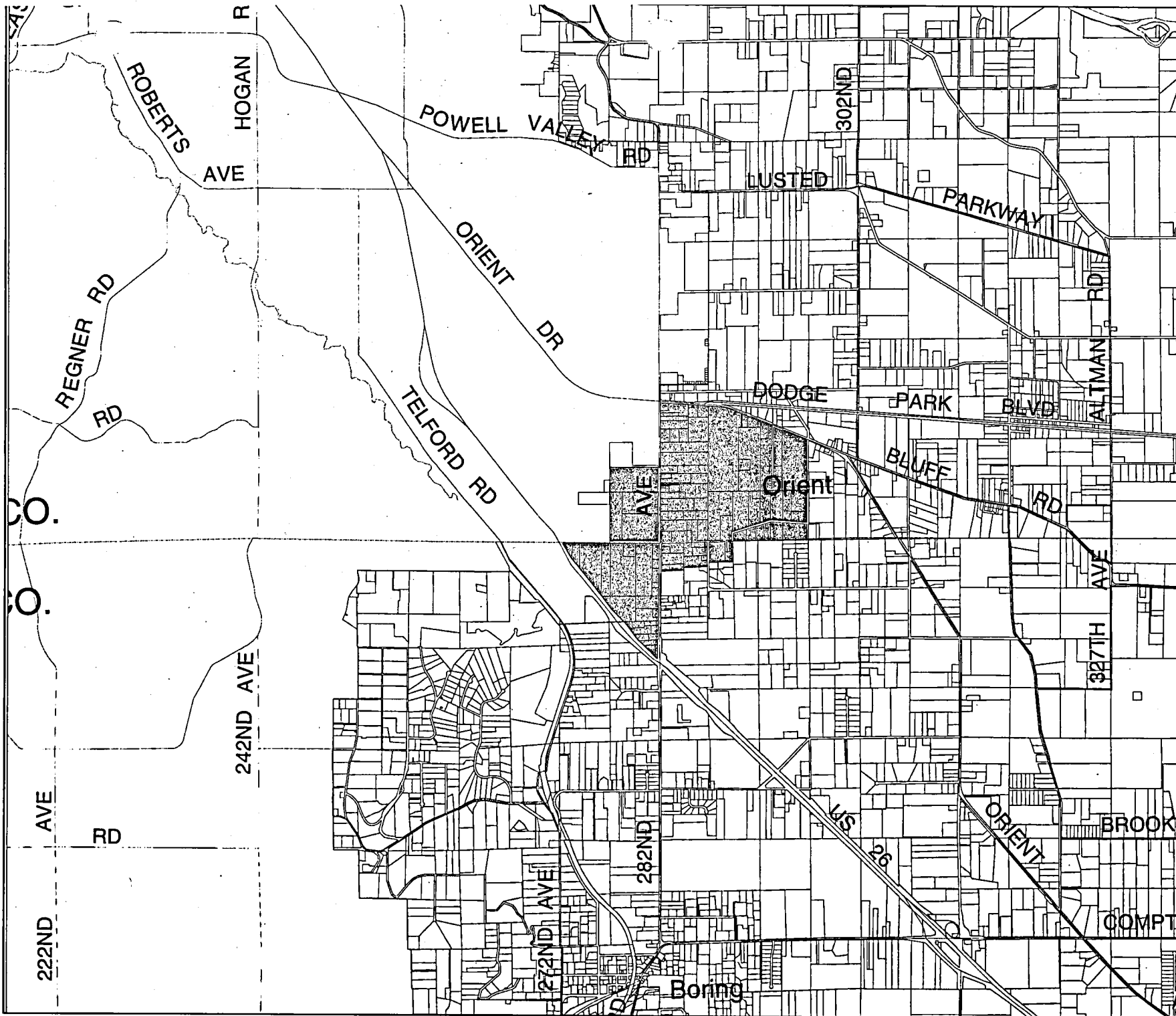
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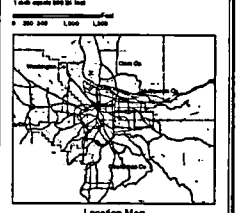


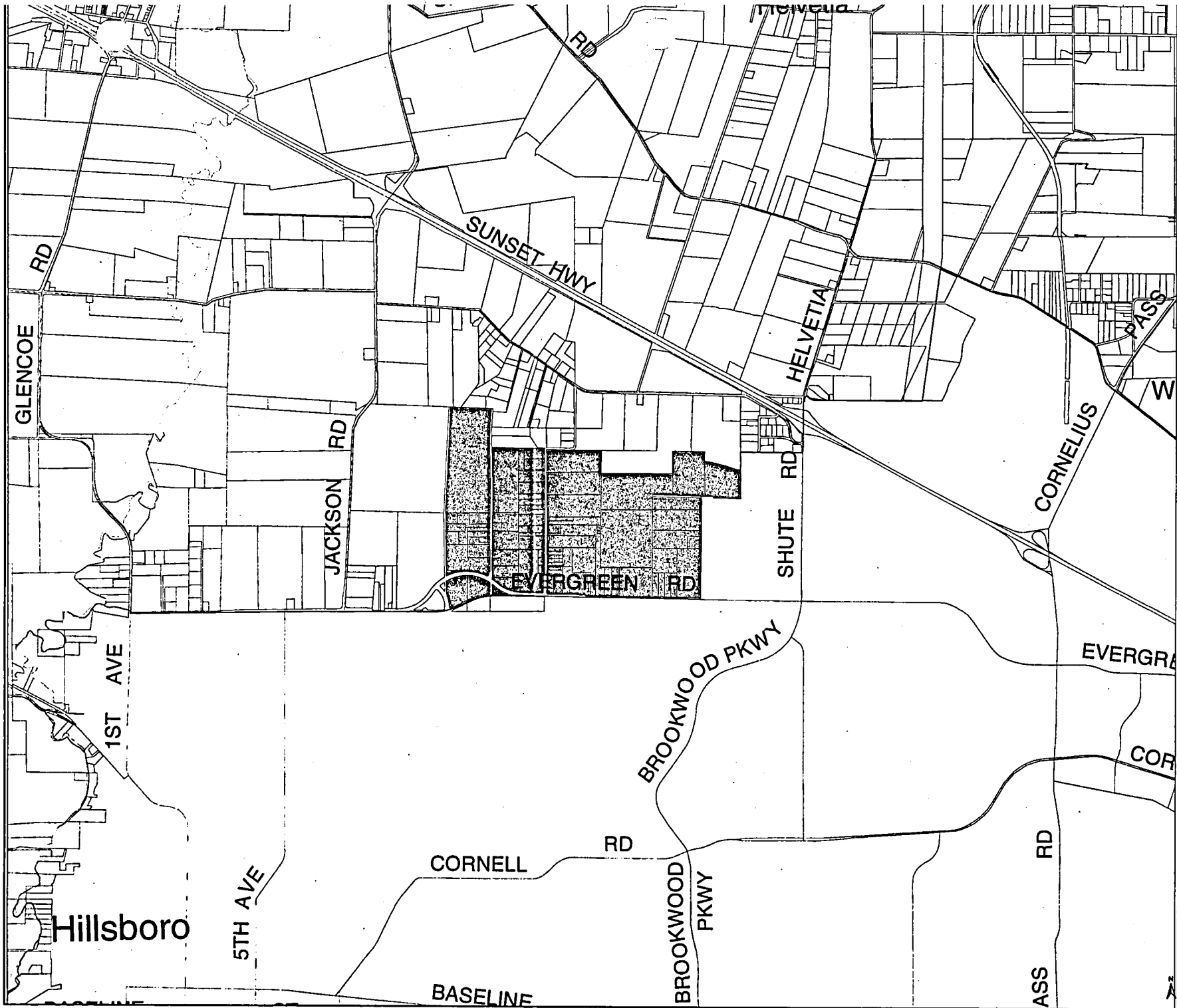
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 WWW: www.oda.state.or.us



- Orient Area
- Study Areas
- Urban Growth Boundary

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Oregon Department of Agriculture Areas

Evergreen Area

Study Areas

Urban Growth Boundary

1 inch equals 500 feet

0 200 400 600 800 1000

Location Map

NETCO DATA DEVELOPMENT CENTER
 200 NE Oregon Street, Suite 200, Portland, OR 97232
 503.241.1234

Hillsboro

BASELINE

CORNELL RD

BROOKWOOD PKWY

BROOKWOOD PKWY

RD

ASS RD

EVERGRA

COR

CORNELIUS

SHUTE RD

HELVETIA

SUNSET HWY

RD

JACKSON RD

GLENCOE RD



1ST AVE

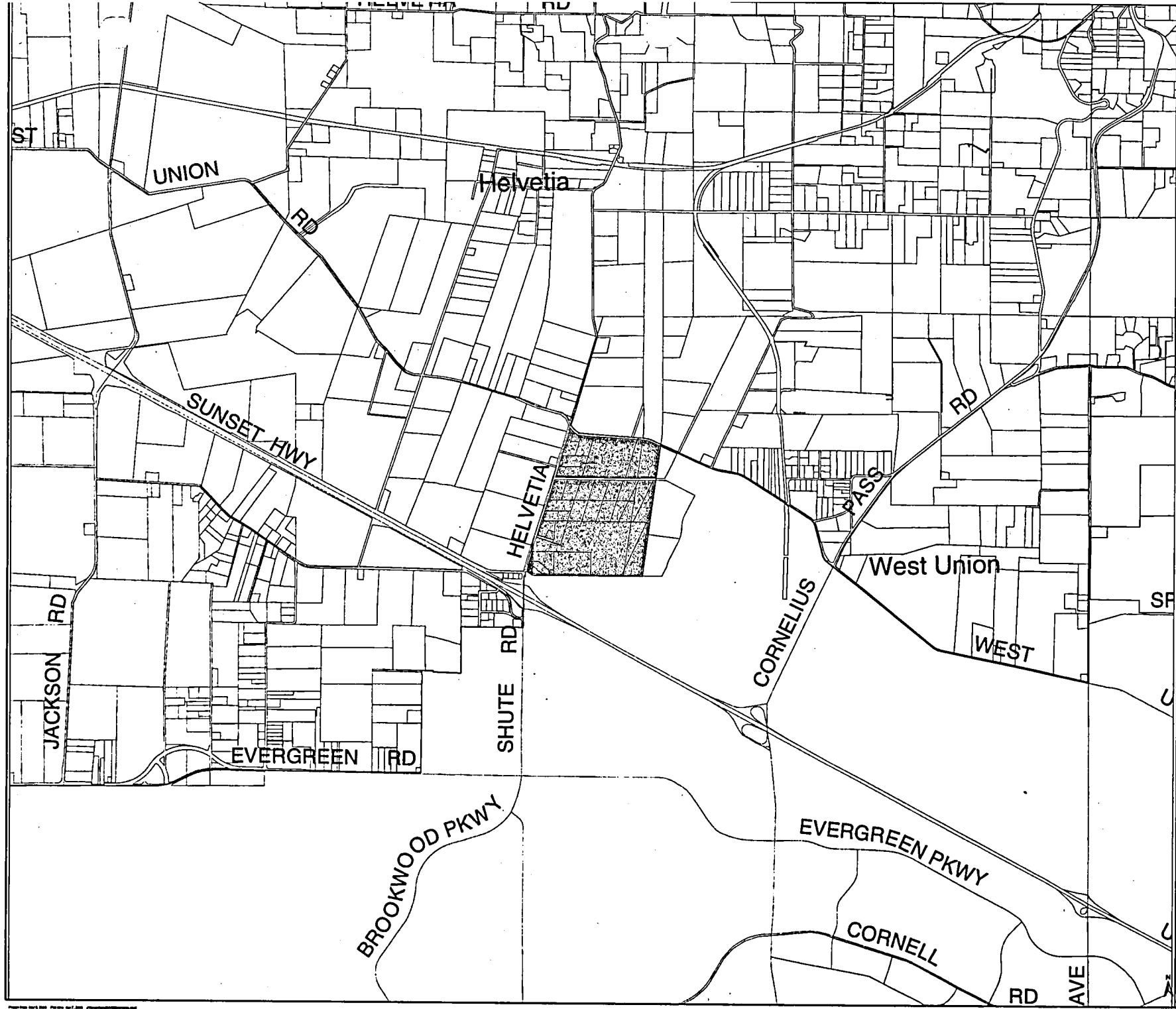
5TH AVE



on Department of Agriculture Areas

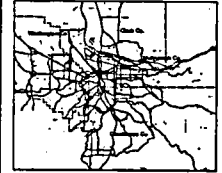
Helvetia Area

-  Study Areas
-  Urban Growth Boundary



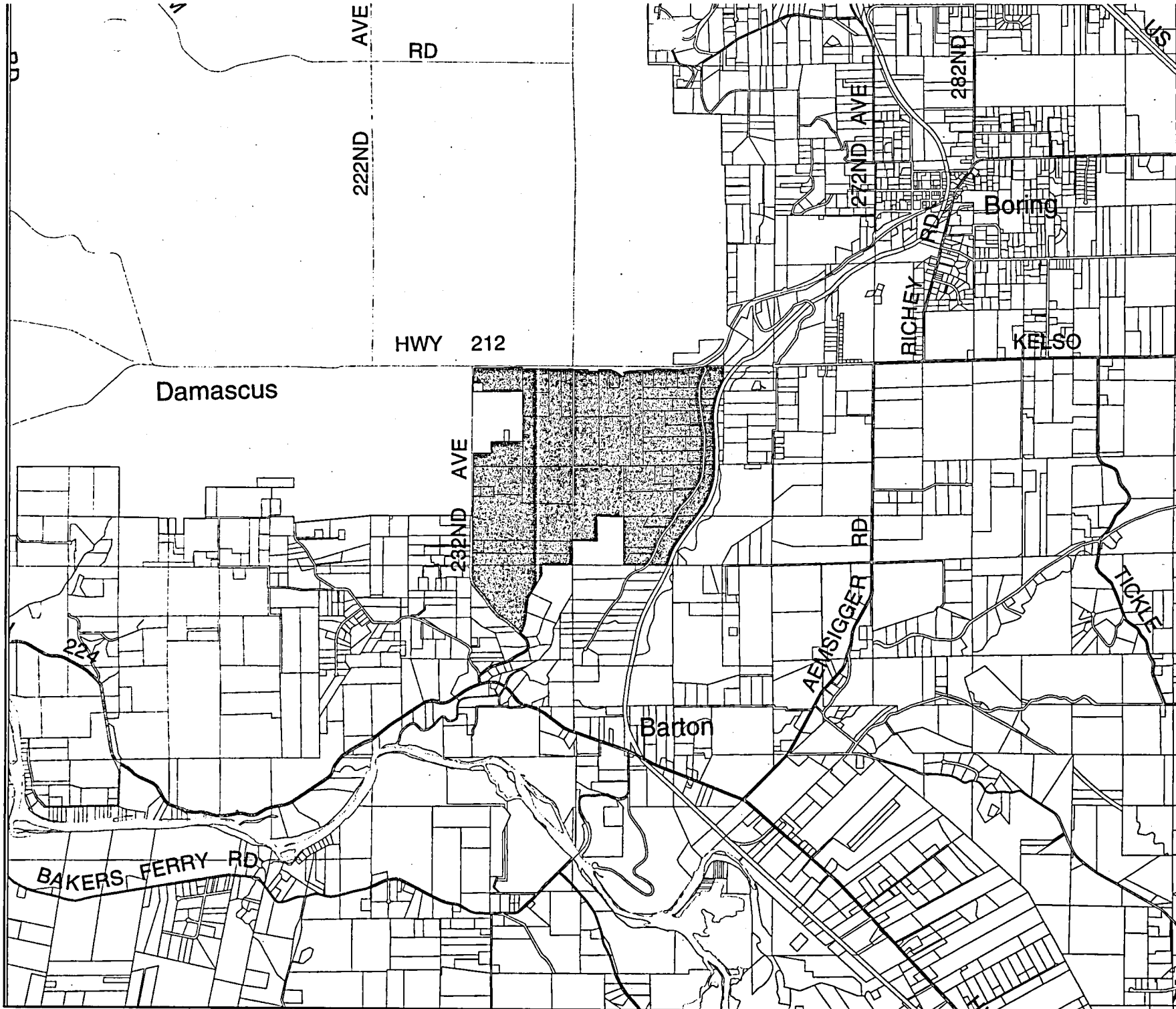
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1 inch equals 600 feet
 1:60,000
 Scale: 1:60,000



Location Map

DATE: 10/15/2003
 BY: [Name]
 FOR: [Name]



REGIONAL LAND INFORMATION SYSTEM

Oregon Department of Agriculture Areas

Noyer Creek Area

Study Areas

Urban Growth Boundary

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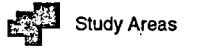
1 inch equals 5000 feet

Scale: 0 500 1000 Feet

Location Map

STATE OF OREGON
DEPARTMENT OF AGRICULTURE
1000 NE Oregon Street
Salem, Oregon 97331

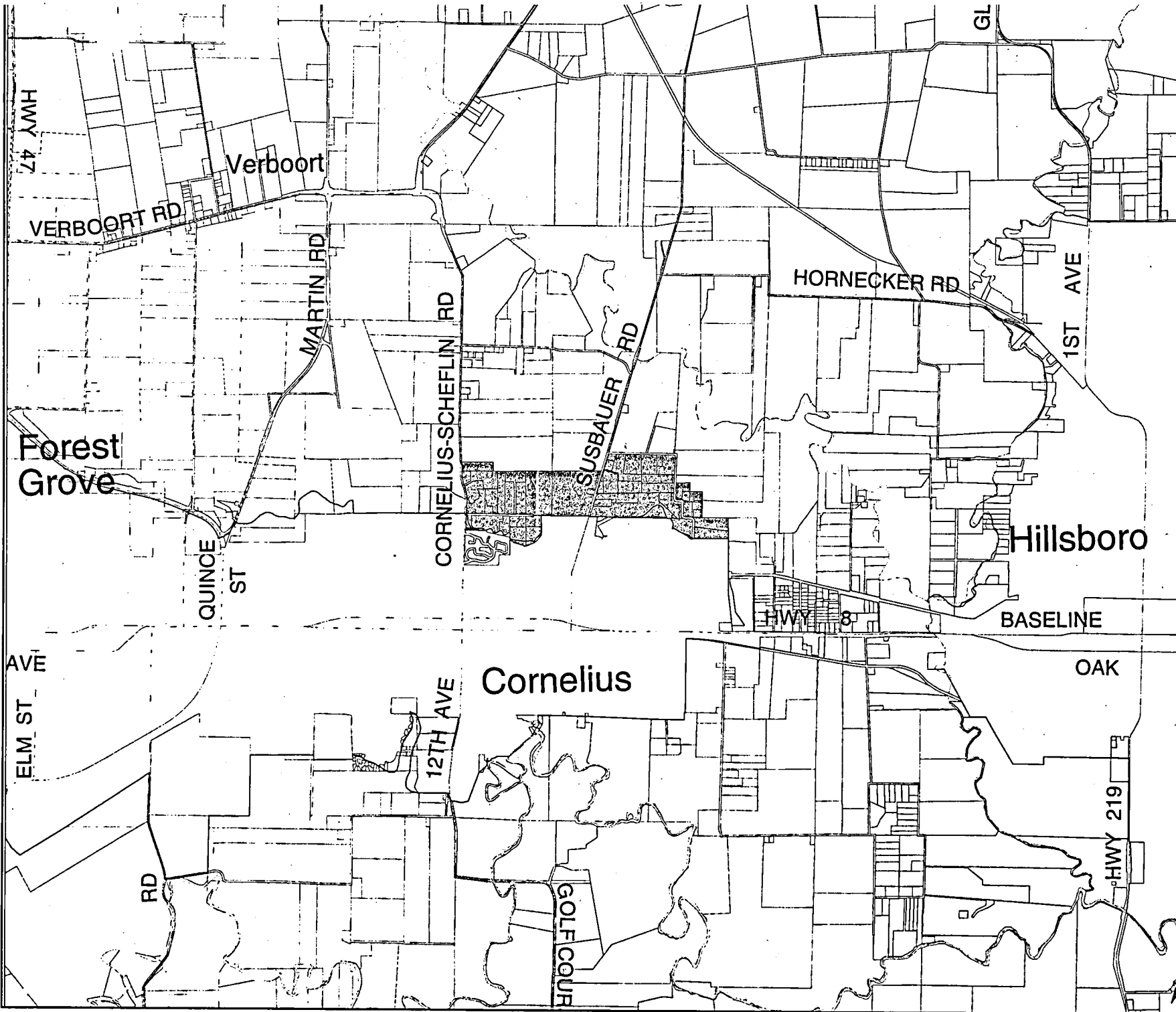
Cornelius Area



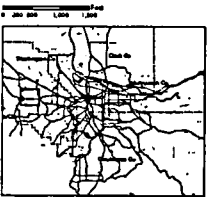
Study Areas



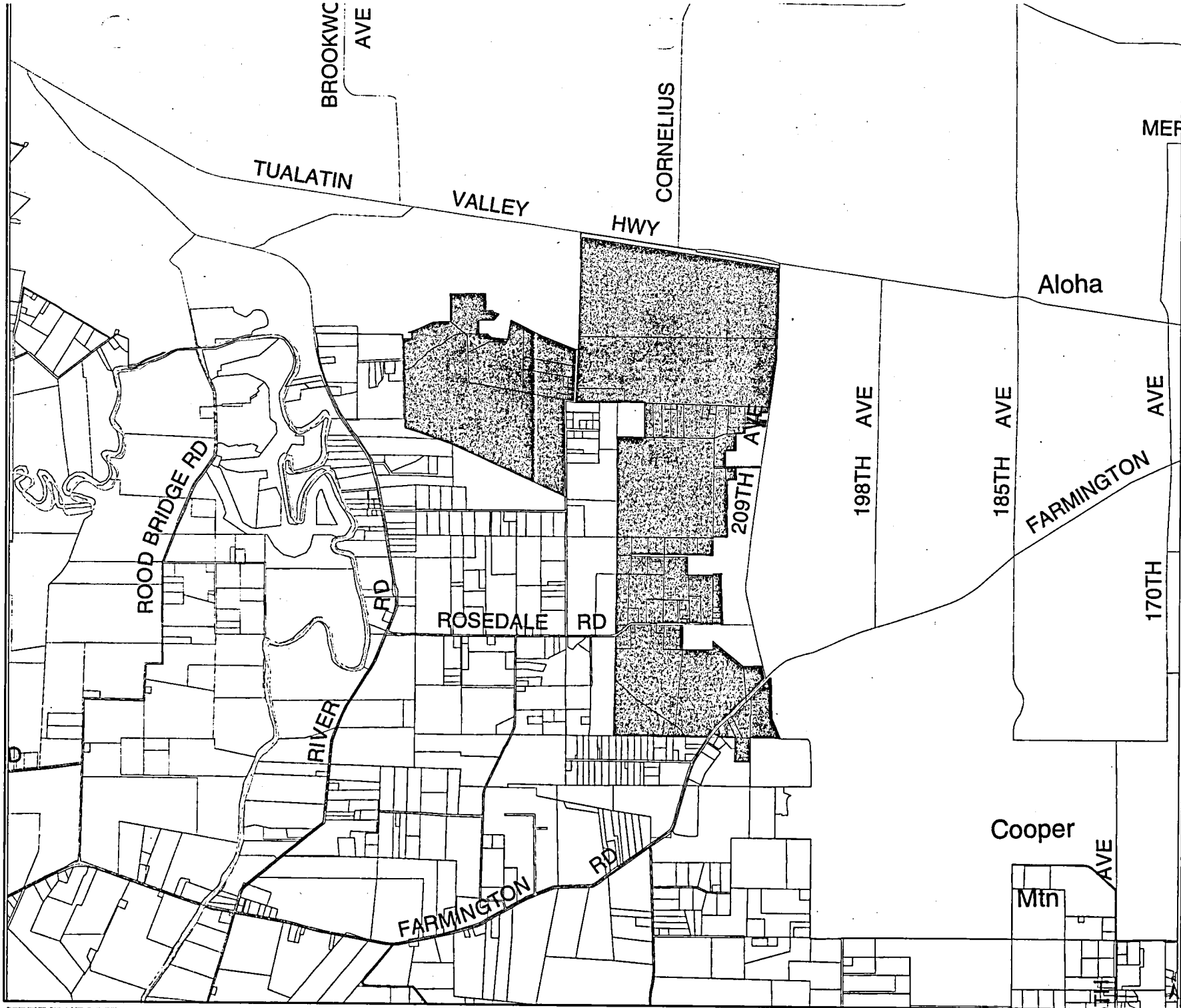
Urban Growth
Boundary



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DATE: 10/19/98
BY: [unreadable]
CHECKED BY: [unreadable]
APPROVED BY: [unreadable]



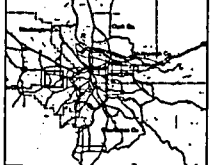
Department of Agriculture Areas

Farmington Area

-  Study Areas
-  Urban Growth Boundary

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1 inch equals 500 feet
 1:50,000
 1:50,000
 1:50,000



Location Map

Map
ORIGINS OF THE FARMINGTON AREA
 THE FARMINGTON AREA
 THE FARMINGTON AREA
 THE FARMINGTON AREA

**TITLE 7 (AFFORDABLE HOUSING): UPDATE ON LOCAL GOVERNMENTS'
FIRST YEAR (2002) AND SECOND YEAR (2003) PROGRESS REPORTS**

April 19, 2004

This update on local governments' annual progress reports contains:

- Summary of the evaluation of the twelve local governments' reports included in the 2003 Annual Compliance Report presented to the Metro Council in December 2003; and
- Summary of the evaluation of five additional reports received after the 2003 Annual Compliance Report was compiled and presented to the Metro Council.

None of the local jurisdictions have completely addressed all the tools and strategies in Title 7.

- A. **Metro Code 3.07.720:** Each city or county should adopt the Voluntary Affordable Housing Production Goals as a guide to measure progress towards meeting the affordable housing needs of households with incomes between 0% and 50% of the regional median family income.

City/County	Action
Beaverton	Adopted
Fairview	Declined
Gresham	Declined
Maywood Park*	Not Applicable*
Portland	Adopted
Tigard	Declined
Troutdale	Declined

* The affordable housing production goal apportioned to the City of Maywood Park by the 1998 regional affordable housing strategy model was zero.

- B. **Metro Code 3.07.730.A:** Cities and counties shall ensure that their comprehensive plan and implementing ordinances address: 1) diversity; 2) maintaining the existing supply and increasing new dispersed affordable housing; and 3) increasing affordable housing opportunities for household of all income levels.

City/County	Diversity Strategy (3.07.730.A.1)	Maintain Supply and Increase Dispersion (3.07.730.A.2)	Supply for All Income Levels (3.07.730.A.3)
Fairview	Existing	Existing	
Forest Grove	Existing		Existing
Gresham	Existing	Existing	Existing
Lake Oswego	Existing		Existing
Portland	Existing	Existing	Existing
Troutdale	Existing	Existing	Existing
Clackamas County	Existing	Existing	Existing
Washington County	Existing		Existing

Jurisdictions that have completely considered this section of Title 7.

C. **Metro Code 3.07.730.B:** Cities and counties shall consider amendment of their comprehensive plan and implementing ordinances with the following affordable housing land use tools and strategies: 1) density bonus; 2) replacement housing; 3) inclusionary housing; 4) transfer of development rights; 5) elderly and people with disabilities; 6) local regulatory constraints – discrepancies in planning and zoning codes, and local permitting or approval process; and 7) parking.

City/County	Density Bonus 3.07.730.B.1	Replacement Housing 3.07.730.B.2	Inclusionary Housing 3.07.730.B.3	Transfer Development Rights 3.07.730.B.4	Elderly & Disabled People 3.07.730.B.5	Local Regulatory Constraints 3.07.730.B.6	Parking 3.07.730.B.7
Beaverton				Declined	Existing		
Fairview	Existing		Declined	Declined	Existing		
Gresham	Declined	Declined	Existing	Declined	Existing		Existing
Forest Grove					Existing		
Happy Valley	Declined		Declined				
King City	Declined	Declined	Declined	Declined	Existing	Existing	
Lake Oswego			Declined		Existing		
Maywood Park	Declined	Declined	Declined	Declined	Declined	Declined	
Portland	Existing	Existing	Existing	Existing	Existing	Existing	
Tigard		Declined	Declined		Existing		Existing
Troutdale	Declined	Declined	Declined	Declined	Existing		Existing
West Linn	Existing		Declined				Existing
Wood Village	Declined		Declined	Declined			
Clackamas Co	Existing	Existing			Existing		Existing
Washington Co					Existing		

¹ Most of the local jurisdiction reports are unclear about the adoption of these strategies in the implementing ordinances.

D. **Metro Code 3.07.760.B:** Local jurisdictions are encouraged to consider implementation of the following affordable housing tools and strategies: 1) replacement housing resulting from urban renewal; 2) inclusionary housing in urban renewal districts; 3) fee waivers or funding incentives; 4) promotion of affordable housing for incomes 50% to 120% of the regional median household income (RMHI); and 5) joint coordination or action to meet the affordable housing production goals.

City/County	Replacement Housing resulting from Urban Renewal 3.07.760.A.1	Inclusionary Housing in Urban Renewal districts 3.07.760.A.2	Fee Waivers or Funding Incentives 3.07.760.A.3	Promotion of Affordable Housing for Incomes 50% to 120% of the RMHI 3.07.760.A.4	Joint Coordination or Action to Meet the Affordable Housing Production Goals 3.07.760.A.5
Beaverton			Existing	Existing	Existing
Durham	Declined	Declined	Declined	Declined	Declined
Forest Grove				Existing	Existing
Gresham				Existing	Existing
Hillsboro					Existing
Lake Oswego		Declined			
Maywood Park	Declined	Declined			
Portland	Existing	Existing	Existing	Existing	Existing
Tigard			Existing	Existing	Existing
Troutdale	Declined	Declined	Declined	Existing	
Tualatin				Existing	
West Linn				Existing	
Clackamas Co.	Existing			Existing	Existing
Washington Co.				Existing	Existing

 Jurisdictions that have completely considered this section of Title 7.

E. Metro Code 3.07.730.B: Compliance with amendment of comprehensive plan and implementing ordinances with affordable housing land use tools and strategies is achieved when the governing body of a city or county considers each tool or strategy.

Jurisdiction	2002 ¹ First Report Yes =X	Date Received	2003 ² Second Report Yes =X	Date Received	2004 ³ Third Report
Beaverton	X	Nov 02	X	Dec. 03	
Cornelius					
Durham	X	Jan 03	X	Mar 04	
Fairview	X	July 03	X	July 03	
Forest Grove	X	Mar 03			
Gladstone	Sent progress letter: (will send in Jan 04)		Sent progress letter: (will send in Jan 04)		
Gresham	X	Jan 02	X	Jan 03	
Happy Valley	X	Apr 03			
Hillsboro	X	Feb 02			
Johnson City					
King City			X	Jan 03	
Lake Oswego	Requested Extension (to Sept 03)		X	Dec 03	
Maywood Park	X	Jan 04	X	Jan 04	X (Jan. 04)
Milwaukie	Requested Extension (to Aug 03)				
Oregon City					
Portland	X	July 02	X	Dec 03	
Rivergrove					
Sherwood					
Tigard	X	May 02	X	Feb 03	
Troutdale	X	June 03	X	June 03	
Tualatin	X	May 02			
West Linn	X	Feb 03	X	Feb 03	
Wilsonville					
Wood Village	X	Mar 02	X	Jan 03	
Clackamas County Uninc.	X	Mar 02			
Multnomah County Uninc.	X	Apr 03	X	Apr 03	
Washington County Uninc.	X	Apr 02	X	Jan 03	
Total	17		14		

Reports reviewed and approved by the governing body.

In 2002, 9 out of the 17 reports received were approved by the governing body of the jurisdictions

In 2003, 12 out of the 14 reports received were approved by the governing body of the jurisdictions

¹ – January 31, 2002 is the deadline for the first year annual report.

² – December 31, 2003 is the deadline for the second year annual report.

³ – June 30, 2004 is the deadline for the third year annual report.

F. Metro Code 3.07.740.C: Requirements for Local Governments' Third/Final Progress Report

By June 30, 2004, each city and county within the Metro region shall report to Metro on the outcome of the amendments to its comprehensive plan and implementing ordinances pending at the time of submittal of the report described in subsection B of this section and on the public response, if any, to any implementation adopted by the city and county to increase the community's stock of affordable housing, including but not limited to the tools and strategies in subsection 3.07.730.B.

1. Outcome includes:

- a) Affordable housing projects that were initiated or completed as a result of the implementation of the tools and strategies described in the previous sections, including the number of units produced and income level/s served; and
- b) Partnership that were created between the city and affordable housing developers (non-profit developers and private sector developers)

2. Public response: Comments of developers and citizens during the consideration of affordable housing strategies, including the following:

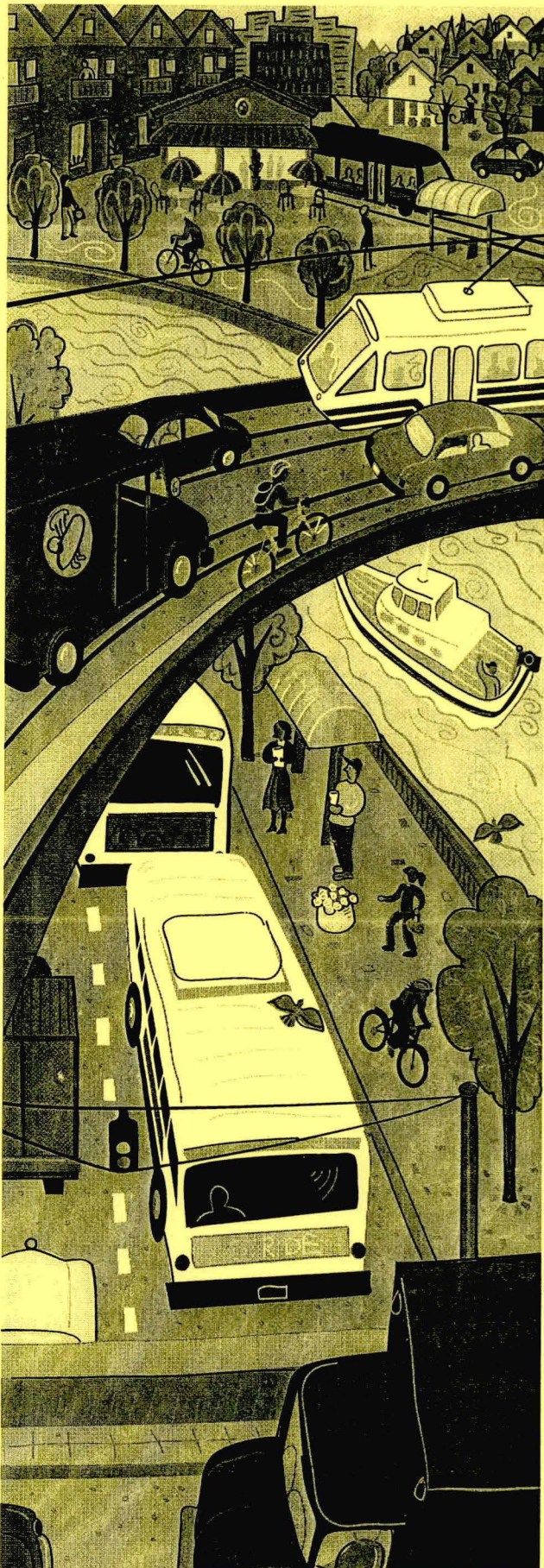
- a) Affordable housing production goals;
- b) Policies to ensure diversity of housing types, maintaining the existing supply and increasing the opportunities for new dispersed affordable housing, and increasing opportunities for household of all income levels to live within the jurisdiction;
- c) Land use affordable housing tools and strategies: i) density bonus; ii) replacement housing; iii) inclusionary housing; iv) transfer of development rights; iv) elderly and people with disabilities; vi) local regulatory constraints – discrepancies in planning and zoning codes, and local permitting or approval process; and vii) parking;
- d) Other affordable housing tools and strategies: i) replacement housing resulting from urban renewal; ii) inclusionary housing in urban renewal districts; iii) fee waivers or funding incentives; iv) promotion of affordable housing for incomes 50% to 120% of the regional median household income (RMHI); and v) joint coordination or action to meet the affordable housing production goals; and
- e) Funding for housing.

G. Metro Code 3.07.750: Metro Assessment of Progress and Next Steps

This section of the Metro Code requires that Metro shall do the following:

1. Baseline Report: Estimation of 2000 baseline affordable housing units available to defined income groups (less than 30 percent, 31-50 percent, 51-80 percent of the region's median family income) using 2000 U.S. Census data;
2. Title 7 Compliance Report: Assess local jurisdictions' progress made in 2001 –2004 to achieve the affordable housing production goals in Title 7;
3. Assessment of Affordable Housing Tools and Strategies Implemented in the Region: Overall assessment of affordable housing tools and strategies used by public and private sectors, including funding sources and legislative changes that has enhanced or hindered the production of affordable housing in the region.
4. 20-Year Affordable Housing Need: Estimate the region's 20-year affordable housing need. This will be the first reevaluation of housing need since the recommendations of the 1998 estimates of the Regional Affordable Housing Technical Advisory Committee.
5. New HTAC: Form the new Affordable Housing Technical Advisory Committee (HTAC), and define the committee roles and responsibilities.
6. Staff the New HTAC: From January through December 2005, staff will support the new HTAC in: a) the development of meeting agenda and other materials; b) research additional issues identified by HTAC; c) review in more detail those issues identified by HTAC for its subcommittees; d) the analysis of broader range of approaches to assist local jurisdictions in the implementation of affordable housing strategies, including the preparation of a Best Practices Handbook; and e) the production of the recommendation of the HTAC to the Metro Council.

042004c.05



Public Review Draft

2000 Regional Transportation Plan Amendments

No major changes to policies or
projects are proposed.

April 15, 2004



METRO

PEOPLE PLACES
OPEN SPACES

Metro

People places • open spaces

Metro serves 1.3 million people who live in Clackamas, Multnomah and Washington counties and the 24 cities in the Portland metropolitan area. The regional government provides transportation and land-use planning services and oversees regional garbage disposal and recycling and waste reduction programs.

Metro manages regional parks and greenspaces and owns the Oregon Zoo. It also oversees operation of the Oregon Convention Center, the Portland Center for the Performing Arts and the Portland Metropolitan Exposition (Expo) Center, all managed by the Metropolitan Exposition Recreation Commission.

Your Metro representatives

Metro Council President – David Bragdon

Metro Councilors – Rod Park, District 1; Brian Newman, District 2; Carl Hosticka, District 3; Susan McLain, District 4; Rex Burkholder, District 5; Rod Monroe, District 6.

Auditor – Alexis Dow, CPA

Metro's web site: www.metro-region.org

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Portland, OR 97232-2736
(503) 797-1700

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2000 Regional Transportation Plan Amendments

Thank you for taking the time to review proposed amendments to the 2000 Regional Transportation Plan (RTP). The amendments are a follow-up to approval of the 2004 Interim Federal RTP, and establish consistency between the existing 2000 RTP with the new federal plan. **No major changes to policies or projects are proposed.**

Background

On December 11, 2003, the Joint Policy Advisory Committee on Transportation and the Metro Council approved the 2004 Interim Federal RTP by Resolution No. 03-3380A. Originally intended to update the region's transportation plan to meet both state and federal planning regulations, the 2004 update was narrowed to include only those amendments needed to address federal planning regulations.

As a result, Metro now has two, regional transportation plans in place that serve separate purposes:

- **2000 RTP meets state planning requirements**

In 1991, the Land Conservation and Development Commission adopted the Oregon Transportation Planning Rule (TPR). The TPR implements State Land Use Planning Goal 12, Transportation, which was adopted by the Oregon Legislature in 1974. The TPR requires most cities and counties and the state's four MPOs (including Metro) to adopt transportation system plans that consider all modes of transportation, energy conservation and avoid principal reliance on any one mode to meet transportation needs. By state law, local plans in MPO areas must be consistent with the regional transportation system plan (TSP).

In the Portland region, the existing 2000 RTP and 2020 priority system serves as the regional TSP that meets state planning requirements. As the regional TSP, the 2000 RTP will continue to serve as the basis for determining whether regional transportation projects are consistent with state planning goals. Metro is not required to update the regional TSP until 2007.

- **2004 Interim Federal RTP meets federal planning requirements**

The 2004 Interim Federal RTP and 2025 financially constrained system is the "federally recognized" transportation plan that meets federal planning requirements. Projects that are included in the 2025 Financially Constrained System are eligible to receive state and federal funds and have been demonstrated to conform with the Clean Air Act. Metro is not required to update the federal plan until 2007.

Amendments to the 2000 RTP are needed now to reconcile the two plans and maintain consistency between the Federal and State plans.

Public Comment Opportunities

The public comment period begins on Thursday, April 15 and ends at noon on Tuesday, June 1, 2004. Because the amendments to the 2000 RTP represent more of a "housekeeping" effort, the emphasis in the public comment period will be on the proposed changes to the plan, not the overall 2000 RTP document. The proposed amendments to the 2000 RTP are organized into a public review document that is organized as follows:

- Part 1 - policy amendments
- Part 2 - project amendments
- Part 3 - technical amendments

The public review document will be available for review on Metro's web site (<http://www.metro-region.org/rtp>), and as a printed document as part of the 45-day public comment period.

You may submit comments in the following ways:

- on-line from Metro's website: www.metro-region.org/rtp
- e-mail to trans@metro-region.org
- mail to Metro, 600 NE Grand Avenue, Portland, Oregon 97232 (attention: Kim Ellis)
- fax to (503) 797-1911
- leave a message on Metro's Transportation hotline at (503) 797-1900, Option 2.
- testify at a Metro Council public hearing on May 13, 2004.

For more information

For more information, call Regional Transportation Planning at (503) 797-1839, or send e-mail to trans@metro-region.org. The hearing impaired can call (503) 797-1804.



Part 1

2000 Regional Transportation Plan Policy Amendments

April 15, 2004



METRO

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2000 Regional Transportation Plan Policy Amendments

Thank you for taking the time to review proposed amendments to the 2000 Regional Transportation Plan (RTP). The amendments are a follow-up to approval of the 2004 interim Federal RTP, and establish consistency between the existing 2000 RTP with the new federal plan. **No major changes to policies or projects are proposed.**

Because the amendments to the 2000 RTP represent more of a "housekeeping" effort, the emphasis in the public comment period will be on the proposed changes to the plan, not the overall 2000 RTP document.

Summary of Policy Amendments

A number of local transportation system plans, corridor studies and concept plans for new urban areas have been completed, and approved by local and/or regional officials since the 2000 RTP was approved in August 2000. Policy recommendations from these studies were adopted in the 2004 Interim Federal RTP and are now recommended to be incorporated in the 2000 RTP.

The proposed policy amendments are:

- Amendments to Chapter 1 of the 2000 RTP are recommended for Figure 1.4 (Regional Street Design System Map), Figure 1.12 (Regional Motor Vehicle Functional Classification Map), Figure 1.16 (Regional Public Transportation System Map), Figure 1.17 (Regional Freight System Map), Figure 1.18 (Regional Bicycle System Map) and Figure 1.19 (Regional Pedestrian System Map). The specific amendments reflect fine-tuning of the various modal system maps based on local transportation updates.
- Amendments to maps in Chapter 3 of the 2000 Regional Transportation Plan, Figure 3.2 (Regional Trails and Greenways), Figure 3.3 (Existing and Proposed Regional Bicycle System) and Figure 3.4 (Existing and Proposed Regional Pedestrian System) to incorporate the Policy Map Amendments identified for Figure 1.18 (Regional Bicycle System Map) and Figure 1.19 (Regional Pedestrian System Map).
- Policy text amendments to Chapter 1 to establish two tiers of industrial areas ("regionally significant" and "local") for the purpose of transportation planning and project funding.

The map amendments are listed in table form and the policy text amendments are shown in strikethrough/underscore.

For more information

For more information, call Regional Transportation Planning at (503) 797-1839, or send e-mail to trans@metro-region.org. The hearing impaired can call (503) 797-1804.

- Amend Figure 1.4 (Regional Street Design Classification Map) as follows:

**Figure 1.4
Street Design Classification Map**

Street Name	Location	Current RTP classification	Proposed RTP classification	Source of change
Allen Boulevard	At Murray Boulevard intersection	"Possible boulevard intersection"	Delete "Possible boulevard intersection" designation	Beaverton Comprehensive Plan and Development Code
Hall Boulevard	Allen Boulevard to Denney Road	Regional boulevard	Delete "Regional boulevard" designation	Beaverton Comprehensive Plan and Development Code
Murray Boulevard	At Farmington Road intersection	"Possible boulevard intersection"	Delete "Possible boulevard intersection" designation	Beaverton Comprehensive Plan and Development Code
McLoughlin Boulevard (Highway 99E)	Gloucester Avenue to Arlington Street	Regional Boulevard	Regional Street	Gladstone Town center moved to Main Street
SE Railroad Avenue	SE 37 th Avenue to Linwood Avenue	Not classified	Community Street	Milwaukie TSP
Broadway Bridge		Community Boulevard	Regional Street	Portland TSP
E Burnside Street	108 th Avenue to 117 th Avenue	Regional Boulevard	Regional Street	Portland TSP
E Burnside Street	127 th Avenue to 143rd Avenue	Regional Boulevard	Regional Street	Portland TSP
E Burnside Street	151 st Avenue to 162 nd Avenue	Regional Boulevard	Regional Street	Portland TSP
Burnside Bridge		Community Boulevard	Regional Boulevard	Portland TSP
SW Capitol Highway	SW Galeburn to SW Luradel	Community Street	Community Boulevard	Portland TSP
SW Capitol Highway	SW Brugger to SW Baird	Community Boulevard	Community Street	Portland TSP
SW Capitol Highway	SW Hume to SW Multnomah	Community Street	Community Boulevard	Portland TSP
SW Capitol Highway	SW 31 st to SW 33rd	Community Street	Community Boulevard	Portland TSP

**Figure 1.4
Street Design Classification Map (continued)**

Street Name	Location	Current RTP classification	Proposed RTP classification	Source of change
SE Clatsop Extension	SE Mt. Scott Boulevard to Deardorf / 132nd	Future Community Corridor	Remove from the RTP street design map or realign south of Willamette National Cemetery boundaries	Portland TSP
NE Cully Boulevard	NE 57 th to NE Prescott Street	Community Street	Community Boulevard	Portland TSP
SE Division Street	SE 129 th to SE 130 th	Regional Street	Regional Boulevard	Portland TSP
SE Division Street	SE 117 th to SE 122nd	Regional Street	Regional Boulevard	Portland TSP
SE Division Street	SE 82 nd to SE 89 th	Regional Street	Community Boulevard	Portland TSP
SE Division Street	SE 75 th to SE 82 nd	Community Street	Community Boulevard	Portland TSP
SE Division Street	SE 33 rd to SE 50th	Community Street	Community Boulevard	Portland TSP
NE 82 nd Avenue	NE Sandy to NE Beech	Regional Street	Regional Boulevard	Portland TSP
NE 82 nd Avenue	NE Thompson to NE Halsey	Regional Street	Regional Boulevard	Portland TSP
SE 82 nd Avenue	SE Mill Street to SE Clinton Street	Regional Street	Regional Boulevard	Portland TSP
SE 82 nd Avenue	SE Raymond to SE Martins	Regional Street	Regional Boulevard	Portland TSP
Foster Road	SE 80 th to SE 82nd	Regional Street	Regional Boulevard	Portland TSP
Foster Road	SE Holgate to SE 75 th	Regional Street	Regional Boulevard	Portland TSP
Hawthorne Bridge		Regional Boulevard	Community Street	Portland TSP
St. Helens Road	NW Harbor through Linnton to north end of Kingsley park	Highway	Urban Road	Portland TSP
NE Killingsworth Street	NE 35 th PL to NE 30 th	Community Street	Community Boulevard	Portland TSP
NE/N Killingsworth Street	NE MLK to N Interstate	Community Street	Community Boulevard	Portland TSP
N Killingsworth Street	N Interstate to N Greeley	Not Classified	Community Street	Portland TSP
N Lombard Street	N Woolsey to N Philadelphia	Community Street	Community Boulevard	Portland TSP

**Figure 1.4
Street Design Classification Map (continued)**

Street Name	Location	Current RTP classification	Proposed RTP classification	Source of change
N Lombard Street	N Interstate to N Seward	Community Street	Community Boulevard	Portland TSP
N Lombard Street	At Philadelphia Street	Boulevard intersection	Delete	STA coordination meeting
N Lombard Street	At Ida Street	Boulevard intersection	Delete	STA coordination meeting
Macadam Avenue (Highway 43)	Bancroft to Taylor's Ferry Road	Regional Street	Regional Boulevard	STA coordination meeting
McLoughlin Boulevard	Grand/MLK Boulevard to SE Woodard (1 block north of Powell)	Highway	Regional Boulevard	Portland TSP
McLoughlin Boulevard	SE 17 th Avenue to Woodward St.	Highway	Urban Road	Portland TSP
Morrison Bridge		Community Boulevard	Regional Street	Portland TSP
SW Multnomah Boulevard	SW 30 th Avenue to SW 35 th Avenue	Community Street	Community Boulevard	Portland TSP
SE 92 nd Avenue	SE Liebe to SE Harold Street	Regional Boulevard	Not classified	Portland TSP
SE 92 nd Avenue	SE Harold to SE Tolman Street	Regional Boulevard	Community Boulevard	Portland TSP
SE 92 nd Avenue	SE Tolman to SE Duke	Community Street	Community Boulevard	Portland TSP
NE 122 nd Avenue	NE Multnomah to NE Oregon Street	Community Boulevard	Community Street	Portland TSP
SE 122 nd Avenue	SE Stark to SE Morrison Street	Community Street	Community Boulevard	Portland TSP
SE 122 nd Avenue	SE Clinton to SE Powell Boulevard	Community Street	Community Boulevard	Portland TSP
SE/NE Sandy Boulevard	SE 54 th Avenue to NE 47 th Avenue	Community Boulevard	Regional Street	Portland TSP
NE Sandy Boulevard	NE 57 th to NE 82 nd	Regional Street	Regional Boulevard	Portland TSP
NE Sandy Boulevard	NE 122 nd to NE 163 rd	Urban Road	Regional Street	Portland TSP
Sellwood Bridge		Regional Street	Community Street	Portland TSP
SE 17 th Avenue	SE Linn to SE Tacoma	Unclassified	Community Boulevard	Portland TSP
SE 17 th Avenue	SE Tacoma to SE Andover	Community Street	Community Boulevard	Portland TSP
Steel Bridge		Regional Boulevard	Community Street	Portland TSP
NE/SE 39 th Avenue	NE Broadway to SE Holgate	Community Street	Regional Street	Portland TSP

**Figure 1.4
Street Design Classification Map (continued)**

Street Name	Location	Current RTP classification	Proposed RTP classification	Source of change
SE 39 th Avenue	SE Holgate to SE Woodstock	Unclassified	Community Street	Portland TSP
Macadam Avenue (Hwy 43)	In West Linn	Regional Boulevard	Regional Street	STA coordination meeting; West Linn to focus boulevard improvements on interior town center streets
Grant Street	Brookwood Parkway to 28th Avenue	No Designation	Community boulevard	Hillsboro TSP
Beef Bend Road		No Designation	Community street	Tigard TSP
Gaarde Street		No Designation	Community street	Tigard TSP
Walnut Street	Gaarde Street to Scholls Ferry Road	No Designation	Community street	Tigard TSP
95th Avenue	Boones Ferry Road to Boeckman Road	Not Classified	Urban Road	Wilsonville TSP
Kinsman Road	Boeckman Road to Barber Street	No Road	Planned Urban Road	Wilsonville TSP
Kinsman Road	Barber Street to Wilsonville Road	Not Classified	Urban Road	Wilsonville TSP
Boeckman Road	Railroad Tracks to 110th Avenue	No Road	Planned Community Street	Wilsonville TSP
Boeckman Road (old Tooze Road)	110th Avenue to Grahams Ferry Road	Not Classified	Community Street	Wilsonville TSP

- Amend Figure 1.12 (Regional Motor Vehicle System Map) as follows:

**Figure 1.12
Motor Vehicle Functional Classification Map**

Street Name	Location	Current RTP classification	Proposed RTP classification	Source of change
Allen Boulevard	Hall Boulevard to Murray Boulevard	Collector of regional significance	Minor arterial	Beaverton TSP
Hart Road	Murray Boulevard to 170 th Avenue	Collector of regional significance	Minor arterial	Beaverton TSP
Murray Boulevard	Scholls Ferry Road to Barrows Road	Collector of regional significance	Minor arterial	Beaverton TSP

Figure 1.12

Motor Vehicle Functional Classification Map (continued)

Street Name	Location	Current RTP classification	Proposed RTP classification	Source of change
Sandy Boulevard	207 th Avenue to I-84	Collector of regional significance	Minor arterial	Fairview TSP
David Hill Road	Thatcher Road to Sunset Dr (Hwy 47)	No road	Planned minor arterial	Forest Grove TSP
'B' Street (Old Highway 47)	Hwy 47 to Pacific Avenue	Not classified	Minor arterial	Forest Grove TSP
Sunset Drive	Main St. to Hwy 47/ NW Nehalem Highway	Not classified	Collector	Forest Grove TSP
Thatcher Road	David Hill Road to Gales Creek Road	Not classified	Minor arterial	Forest Grove TSP
Riverside Drive Extension			Amend the dashed line to reflect alignment in TSP	Gresham TSP
Railroad Avenue	SE 37 th Avenue to Linwood Avenue	Not classified	Minor arterial	Milwaukie TSP
Stark Street	Kane Road to UGB	Collector	Minor arterial	Multnomah County Functional Classification Study
SE Clatsop Extension	SE Mt. Scott Boulevard to Deardorf / 132nd Avenue	Future collector of regional significance	Remove from the RTP motor vehicle map or realign south of Willamette National Cemetery boundaries	Portland TSP
SE Flavel Street / Mt. Scott Boulevard	SE 82 nd Avenue to the city limits	Minor arterial	Collector of regional significance	Portland TSP
N Interstate Avenue	Fremont Bridge to N Denver Street	Major arterial	Minor arterial	Portland TSP
N Ivanhoe Street	N Philadelphia Avenue to N Lombard Street	Not classified	Minor arterial (should be identified as the US 30 Bypass Route)	Portland TSP
N Richmond Avenue	N Lombard Street to N Ivanhoe Street	Not classified	Minor arterial (should be identified as the US 30 Bypass route)	Portland TSP
Water Avenue On-Ramp	Central Eastside Industrial District	Principal arterial	Delete	Portland TSP

**Figure 1.12
Motor Vehicle Functional Classification Map (continued)**

Street Name	Location	Current RTP Classification	Proposed RTP Classification	Source of Change
Boones Ferry Rd	SW Norwood Road to Nyberg Street	Minor arterial	Major arterial	Tualatin TSP
Lower Boones Ferry Road	Boones ferry Road to Bridgeport Street	Major arterial	Minor arterial	Tualatin TSP
Martinazzi Avenue	Boones Ferry Road to Tualatin Sherwood	Not classified	Minor arterial	Tualatin TSP
Martinazzi Avenue	Tualatin Sherwood to Pinto Drive to Vermillion Drive to Stone Drive to Iowa Driver to Boons Ferry Road	Not classified	Collector	Tualatin TSP
Nyberg Street	65 th Avenue to Tualatin-Sherwood Road	Minor arterial	Major arterial	Tualatin TSP
Tualatin Sherwood Road	Nyberg Street to Cipole Road	Minor arterial	Major arterial	Tualatin TSP
Grant Street	Brookwood Parkway to 28th Avenue	No Designation	Collector of regional significance	Hillsboro TSP
Beef Bend Road	City of Tigard	Collector of regional significance	Minor arterial	Tigard TSP
Gaarde Street	City of Tigard	Collector of regional significance	Minor arterial	Tigard TSP
Walnut Street	Gaarde Street to Scholls Ferry Road	Collector of regional significance	Minor arterial	Tigard TSP
95th Avenue	Boones Ferry Road to Boeckman Road	Not Classified	Collector of Regional Significance	Wilsonville TSP
Kinsman Road	Boeckman Road to Barber Street	No Road	Planned Collector of Regional Significance	Wilsonville TSP
Kinsman Road	Barber Street to Wilsonville Road	Not Classified	Collector of Regional Significance	Wilsonville TSP
Boeckman Road	Railroad Tracks to 110th Avenue	No Road	Planned Minor Arterial	Wilsonville TSP
Boeckman Road (old Tooze Road)	110th Avenue to Grahams Ferry Road	Not Classified	Minor Arterial	Wilsonville TSP

- Amend Figure 1.16 (Regional Public Transportation System Map) as follows:

Figure 1.16
Regional Public Transportation System Map

Street Name	Location	Current RTP classification	Proposed RTP classification	Source of change
181 st Avenue	Gresham	Regional Bus	Frequent Bus	Gresham TSP
I-84 Corridor	Troutdale – Portland	Unclassified	Potential Commuter Rail	Gresham TSP

- Amend Figure 1.17 (Regional Freight System Map) as follows:

Figure 1.17
Regional Freight System Map

Street Name	Location	Current RTP classification	Proposed RTP classification	Source of change
N Lombard Street	N St Louis to N Philadelphia	Road Connector	No designation	STA coordination meeting
McLoughlin Boulevard (Hwy 99E)	Hwy 224 to I-205 south ramps	Main roadway route	Road connector	STA coordination meeting; Main roadway freight route provided by Highway 224 to I-205
N Ivanhoe Street	N St Louis to N Philadelphia	No designation	Road Connector	STA coordination meeting
N St Louis Street	N Lombard to N Ivanhoe	No designation	Road Connector	STA coordination meeting
N Philadelphia Avenue	Lombard to N. Ivanhoe	Road Connector	No designation	ODOT
N. Greeley Avenue	N. Interstate to N. Going	No designation	Road Connector	Portland TSP
Highway 47 Bypass	Tualatin Valley Highway to Sunset	No designation	Main Roadway	ODOT
Tualatin Valley Highway	Hwy 47 bypass to western Forest Grove city limits	Main roadway route	No designation	STA coordination meeting; Freight route provided by Highway 47 bypass
Boones Ferry Road	Day Street to 95th Avenue	Not Classified	Road Connector	Wilsonville TSP

Figure 1.17
Regional Freight System Map (continued)

Elligsen Road	Boones Ferry Road to Parkway Avenue	Not Classified	Road Connector	Wilsonville TSP
95th Avenue	Boones Ferry Road to Boeckman Road	Not Classified	Road Connector	Wilsonville TSP
Kinsman Road	Boeckman Road to Barber Street	No Road	Planned Road Connector	Wilsonville TSP
Boeckman Road	95th Avenue to Proposed Kinsman Road	Not Classified	Road Connector	Wilsonville TSP
Kinsman Road	Barber Street to Wilsonville Road	Not Classified	Road Connector	Wilsonville TSP
Parkway Avenue	Boeckman Road to Town Center Loop W	Not Classified	Road Connector	Wilsonville TSP
Town Center Loop W	Parkway Avenue to Wilsonville Road	Not Classified	Road Connector	Wilsonville TSP
Wilsonville Road	Town Center Loop W to Kinsman Road	Not Classified	Road Connector	Wilsonville TSP

- Amend Figure 1.18 (Regional Bicycle System Map) as follows:

Figure 1.18
Regional Bicycle System Map

Street Name	Location	Current RTP classification	Proposed RTP classification	Source of change
MAX Multi-Use Path	Gresham – Ruby Junction to Cleveland Avenue	None	Regional Corridor Off-street Bikeway	Gresham TSP
Tonquin Trail	Tualatin River to Willamette River	None	No change to classification; update off-street bikeway alignments to reflect regional greenspaces plan	Metro Parks and Greenspaces Master Plan
Lower Tualatin River Greenway Trail	Tualatin River to Willamette River	None	Same as above	Same as above
Washington Square Regional Center Trail	Washington Square	None	Same as above	Same as above
Oregon City Loop Trail	Willamette River to Clackamas River	None	Same as above	Same as above
Trolley Trail Connector	Springwater Trail to Trolley Trail in Milwaukie	None	Same as above	Same as above
East Buttes Power Line Corridor Trail	Springwater Trail to Clackamas River	None	Same as above	Same as above
East Buttes Loop Trail	Powell Butte to Gresham	None	Same as above	Same as above
Scouter Mountain Trail Extension	Scouter Mountain Trail to East Buttes Loop Trail	None	Same as above	Same as above

- Amend Figure 1.19 (Regional Pedestrian System Map) as follows:

Figure 1.19
Regional Pedestrian System Map

Street Name	Location	Current RTP classification	Proposed RTP classification	Source of change
MAX Multi-Use Path	Gresham-- Ruby Junction to Cleveland Avenue	None	Multi-use Facility	Gresham TSP
Tonquin Trail	Tualatin River to Willamette River	None	No change to classification; update off-street bikeway alignments to reflect regional greenspaces plan	Metro Parks and Greenspaces Master Plan
Lower Tualatin River Greenway Trail	Tualatin River to Willamette River	None	Same as above	Same as above
Washington Square Regional Center Trail	Washington Square	None	Same as above	Same as above
Oregon City Loop Trail	Willamette River to Clackamas River	None	Same as above	Same as above
Trolley Trail Connector	Springwater Trail to Trolley Trail in Milwaukie	None	Same as above	Same as above
East Buttes Power Line Corridor Trail	Springwater Trail to Clackamas River	None	Same as above	Same as above
East Buttes Loop Trail	Powell Butte to Gresham	None	Same as above	Same as above
Scouter Mountain Trail Extension	Scouter Mountain Trail to East Buttes Loop Trail	None	Same as above	Same as above
General	Region	None	Update pedestrian district boundaries to reflect updated 2040 center boundaries	Metro 2040 Growth Concept

- Amend page 3-7, Figure 3.2 (Regional Trails and Greenways) to add yellow highlight to the following regional trails to indicate trails are also identified in the Regional Bicycle System Map to reflect policy amendments to Figure 1.18 identified in this packet:

Regional Trail Name	Trail Location
MAX Multi-Use Path	Gresham – Ruby Junction to Cleveland Avenue
Tonquin Trail	Tualatin River to Willamette River
Lower Tualatin River Greenway Trail	Tualatin River to Willamette River
Washington Square Regional Center Trail	Washington Square
Oregon City Loop Trail	Willamette River to Clackamas River
Trolley Trail Connector	Springwater Trail to Trolley Trail in Milwaukie
East Buttes Power Line Corridor Trail	Springwater Trail to Clackamas River
East Buttes Loop Trail	Powell Butte to Gresham
Scouter Mountain Trail Extension	Scouter Mountain Trail to East Buttes Loop Trail

- Amend page 3-9, Figure 3.3 (Existing and Proposed Regional Bicycle System) to add the following regional trails to reflect policy amendments to Figure 1.18 identified in this packet:

Regional Trail Name	Trail Location
MAX Multi-Use Path	Gresham – Ruby Junction to Cleveland Avenue
Tonquin Trail	Tualatin River to Willamette River
Lower Tualatin River Greenway Trail	Tualatin River to Willamette River
Washington Square Regional Center Trail	Washington Square
Oregon City Loop Trail	Willamette River to Clackamas River
Trolley Trail Connector	Springwater Trail to Trolley Trail in Milwaukie
East Buttes Power Line Corridor Trail	Springwater Trail to Clackamas River
East Buttes Loop Trail	Powell Butte to Gresham
Scouter Mountain Trail Extension	Scouter Mountain Trail to East Buttes Loop Trail

- Amend page 3-11, Figure 3.4 (Existing and Proposed Regional Pedestrian System) to add the following regional trails to reflect policy amendments to Figure 1.19 to reflect policy amendments to Figure 1.19 identified in this packet:

Regional Trail Name	Trail Location
MAX Multi-Use Path	Gresham – Ruby Junction to Cleveland Avenue
Tonquin Trail	Tualatin River to Willamette River
Lower Tualatin River Greenway Trail	Tualatin River to Willamette River
Washington Square Regional Center Trail	Washington Square
Oregon City Loop Trail	Willamette River to Clackamas River
Trolley Trail Connector	Springwater Trail to Trolley Trail in Milwaukie
East Buttes Power Line Corridor Trail	Springwater Trail to Clackamas River
East Buttes Loop Trail	Powell Butte to Gresham
Scouter Mountain Trail Extension	Scouter Mountain Trail to East Buttes Loop Trail

Text Amendments to Section 1.2 of Chapter 1 of the 2000 RTP

1.2 Connecting Land Use and Transportation

While the 2040 Growth Concept is primarily a land use planning strategy, the success of the concept, in large part, hinges on implementation of regional transportation policies identified in this plan. The following are descriptions of each of the 2040 Growth Concept land-use components and the transportation system envisioned to serve them. The 2040 Growth Concept land-use components, called 2040 Design Types, are grouped into a hierarchy based on investment priority. Table 1.1 lists each 2040 Design Type, based on this hierarchy. Figure 1.0 shows the adopted Region 2040 Growth Concept Map.

Table 1.1
Hierarchy of 2040 Design Types

Primary land-use components	Secondary land-use components
Central city	<u>Local industrial areas</u>
Regional centers	Station communities
<u>Regionally significant</u> industrial areas	Town centers
Intermodal facilities	Main streets
	Corridors
Other urban land-use components	Land-use components outside of the urban area
Employment areas	Urban reserves
Inner neighborhoods	Rural reserves
Outer neighborhoods	Neighboring cities
	Green corridors

Source: Metro

1.2.1 Primary Components

The central city, regional centers, regionally significant industrial areas and intermodal facilities are centerpieces of the 2040 Growth Concept, and form the geographic framework for more locally oriented components of the plan. Implementation of the overall growth concept is largely dependent on the success of these primary components. For this reason, these components are the primary focus of 2040 Growth Concept implementation policies and most infrastructure investments.

Central city and regional centers

Portland's central city already forms the hub of the regional economy. Regional centers in suburban locales such as Gresham, Beaverton and Hillsboro are envisioned in the 2040 Growth Concept as complementary centers of regional economic activity. These areas have the region's highest development densities, the most diverse mix of land uses and the greatest concentration of commerce, offices and cultural amenities. They are the most accessible areas in the region by both auto and public transportation, and have very pedestrian-oriented streets.

In the 2040 Growth Concept, the central city is highly accessible by a high-quality public transportation system, multi-modal street network and a regional freeway system of through-routes. Light rail lines radiate from the central city, connecting to each regional center. The street system within the central city is designed to encourage public transportation, bicycle and pedestrian travel, but also accommodate auto and freight movement. Of special importance are the bridges that connect the east and west sides of the central city, and serve as critical links in the regional transportation system.

Regional centers also feature a high-quality radial transit system serving their individual trade areas and connecting to other centers, as well as light rail connections to the central city. In addition, a fully improved network of multi-modal streets tie regional centers to surrounding neighborhoods and nearby town centers, while regional through-routes will be designed to connect regional centers with one another and to points outside the region. The street design within regional centers encourages public transportation, bicycle and pedestrian travel while also accommodating automobile and freight movement.

Regionally significant industrial areas and intermodal facilities

Regionally significant industrial areas serve as “sanctuaries” for long-term industrial activity. A network of major street connections to both the regional freeway system and intermodal facilities primarily serves these areas. Many industrial areas are also served by freight rail, and have good access to intermodal facilities. Freight intermodal facilities, including air and marine terminals, freight rail yards and common carrier truck terminals are areas of regional concern. Access to these areas is centered on rail, the regional freeway system, public transportation, bikeways and key roadway connections.

While industrial activities often benefit from roadway improvements largely aimed at auto travel, there are roadway needs unique to freight movement that are critical to the continued vitality of industrial areas and intermodal facilities.

1.2.2 Secondary components

While more locally oriented than the primary components of the 2040 Growth Concept, town centers, station communities, main streets and corridors are significant areas of urban activity. Because of their density and pedestrian-oriented design, they play a key role in promoting public transportation, bicycling and walking as viable travel alternatives to the automobile, as well as conveniently close services from surrounding neighborhoods. As such, these secondary components are an important part of the region’s strategy for achieving state goals to limit reliance on any one mode of travel and increase walking, bicycling, carpooling, vanpooling and use of transit.

Station communities

Station communities are located along light rail corridors and feature a high-quality pedestrian and bicycle environment. These communities are designed around the transportation system to best benefit from the public infrastructure. While they include some local services and employment, they are mostly residential developments that are oriented toward the central city, regional centers and other areas that can be accessed by rail for most services and employment.

Town centers and main streets

Town centers function as local activity areas that provide close access to a full range of local retail and service offerings within a few miles of most residents. While town centers will not compete with regional centers in scale or economic diversity, they will offer some specialty attractions of regional interest. Although the character of these centers varies greatly, each will function as strong business and civic communities with excellent multi-modal arterial street access and high-quality public transportation with strong connections to regional centers and other major destinations. Main streets feature mixed-use storefront style development that serves the same urban function as town centers, but are located in a linear pattern along a limited number of bus corridors. Main streets feature street designs that emphasize pedestrian, public transportation and bicycle travel.

Local industrial areas

Local industrial areas serve as important centers of local employment and industrial activities. A network of major street connections to both the regional freeway system and intermodal facilities generally serves these areas. Access to these areas is centered on rail, the regional freeway system, public transportation, bikeways and key roadway connections.

While local industrial activities often benefit from roadway improvements largely aimed at auto travel, there are roadway needs unique to freight movement that are critical to the continued vitality of these areas.

Corridors

Corridors will not be as intensively planned as station communities, but similarly emphasize a high-quality bicycle and pedestrian environment and convenient access to public transportation. Transportation improvements in corridors will focus on nodes of activity – often at major street intersections – where transit and pedestrian improvements are especially important. Corridors can include auto-oriented land uses between nodes of activity, but such uses are carefully planned to preserve the pedestrian orientation and scale of the overall corridor design.

Text Amendments to Table 1.2

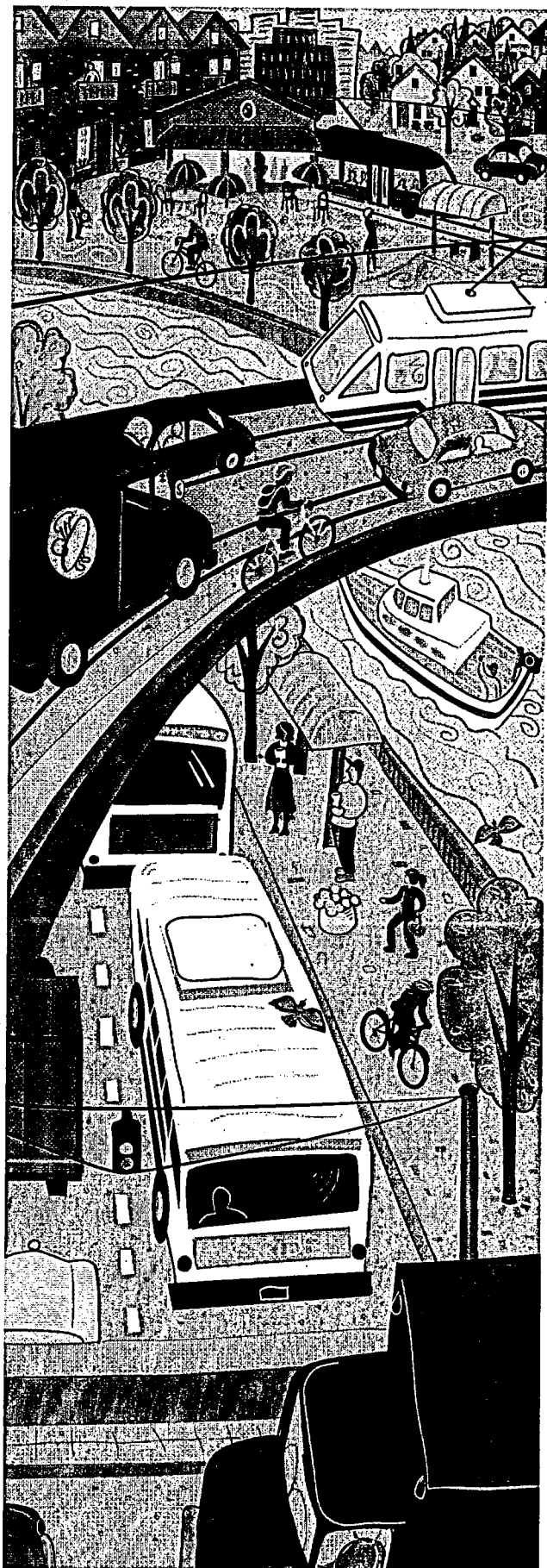
Table 1.2
Regional Motor Vehicle Performance Measures
Deficiency Thresholds and Operating Standards¹

Location	Mid-Day One-Hour Peak			A.M./P.M. Two-Hour Peak					
	Preferred Operating Standard	Acceptable Operating Standard	Exceeds Deficiency Threshold	Preferred Operating Standard		Acceptable Operating Standard		Exceeds Deficiency Threshold	
				1st Hour	2nd Hour	1st Hour	2nd Hour	1st Hour	2nd Hour
Central City Regional Centers Town Centers Main Streets Station Communities	C	E	F	E	E	F	E	F	F
Corridors <u>Regionally Significant Industrial Areas</u> <u>Local Industrial Areas</u> Intermodal Facilities Employment Areas Inner Neighborhoods Outer Neighborhoods	C	D	E	E	D	E	E	F	E
Banfield Freeway¹ <i>(from I-5 to I-205)</i>	C	E	F	E	E	F	E	F	F
I-5 North* <i>(from Marquam Bridge to Interstate Bridge)</i>	C	E	F	E	E	F	E	F	F
Highway 99E¹ <i>(from the Central City to Highway 224 interchange)</i>	C	E	F	E	E	F	E	F	F
Sunset Highway¹ <i>(from I-405 to Sylvan interchange)</i>	C	E	F	E	E	F	E	F	F
Stadium Freeway¹ <i>(I-5 South to I-5 North)</i>	C	E	F	E	E	F	E	F	F
Other Principal Arterial Routes	C	D	E	E	D	E	E	F	E

Areas of Special Concern Areas with this designation are planned for mixed used development, but are also characterized by physical, environmental or other constraints that limit the range of acceptable transportation solutions for addressing a level-of-service need, but where alternative routes for regional through-traffic are provided. Figures 1.13.a-e in this chapter define areas where this designation applies. In these areas, substitute performance measures are allowed by OAR.660.012.0060(1)(d). Provisions for determining the alternative performance measures are included in Section 6.7.7 of this plan. Adopted performance measures for these areas are detailed in Appendix 3.3.

Level-of-service is determined by using either the latest edition of the Highway Capacity Manual (Transportation Research Board) or through volume to capacity ratio equivalencies as follows: LOS C = .8 or better; LOS D = .8 to .9; LOS E = .9 to 1.0; and LOS F = 1.0 to 1.1. A copy of the level of service tables from the Highway Capacity Manual is shown in Appendix 1.6.

¹ Thresholds shown are for interim purposes only; refinement plans for these corridors are required in Chapter 6 of this plan, and will include a recommended motor vehicle performance policy for each corridor.



Part 2

2000 Regional Transportation Plan Project Amendments

April 15, 2004



METRO

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2000 Regional Transportation Plan Project Amendments

Thank you for taking the time to review proposed amendments to the 2000 Regional Transportation Plan (RTP). The amendments are a follow-up to approval of the 2004 Interim Federal RTP, and establish consistency between the existing 2000 RTP with the new federal plan. **No major changes to policies or projects are proposed.**

Because the amendments to the 2000 RTP represent more of a "housekeeping" effort, the emphasis in the public comment period will be on the proposed changes to the plan, not the overall 2000 RTP document.

Background

A number of projects identified in the 2004 Interim Federal RTP financially constrained system are not included in the 2000 RTP priority system, which represents the set of projects defined as meeting state rules for adequacy. New transportation projects amended into local plans since adoption of the 2000 RTP are required to be in the 2000 RTP priority system in order to advance to construction.

As a result, amendments to the 2000 RTP Priority System (identified in Chapter 5) are recommended for a limited number of projects to allow these projects to advance toward construction during the period in which separate state and federal RTP documents exist. The proposed amendments are limited to projects that meet the following criteria:

1. Project exists in 2004 RTP Financially Constrained System, and
2. Project exists in a local transportation system plan, local/regional corridor plan or local/ regional master plan that is approved by an elected body, through a public process.

Projects that require goal exceptions findings have not be recommended for inclusion in these amendments.

In addition, several projects have been completed since the adoption of the 2000 RTP. The proposed amendments recommend deleting these projects from the 2000 RTP Priority System.

Finally, project amendments identified in the Powell/Foster Corridor Study – Phase 1 recommendations and approved by Metro Resolution No. 03-3373 are included in the proposed amendments to the 2000 RTP priority system.

For more information

For more information, call Regional Transportation Planning at (503) 797-1839, or send e-mail to trans@metro-region.org. The hearing impaired can call (503) 797-1804.

Proposed Amendments to Chapter 5 of 2000 Regional Transportation Plan

- Amend Figure 5.8 (West Columbia Corridor Subarea) and corresponding project descriptions on pages 5-37 through 5-39 to add the following 2004 Interim Federal RTP Financially Constrained System projects to the 2000 RTP Priority System:

2004 RTP Financially Constrained System Project #	Project Name	Project Source and Other Project Comments
4007	Sauvie Island Bridge Replacement	County CIP and Rural TSP. Project is located outside Metro's Metropolitan Planning Organization (MPO) Planning Boundary and is not required to be in Metro's RTP. Under consideration for OTIA 3 funding.
4029	PDX ITS	Project is in the Port of Portland's adopted 2004 Port Transportation Improvement Plan
4044	Columbia/82nd Avenue Improvements	Port of Portland's adopted 2004 Port Transportation Improvement Plan. Under consideration for OTIA 3 funding.
4045	Airport Way/122nd Avenue Improvements	Port of Portland's adopted 2004 Port Transportation Improvement Plan
4060	Lightrail station/track realignment	Port of Portland's adopted 2004 Port Transportation Improvement Plan
4082	Ramsey Rail Complex	2003 I-5 Transportation and Trade Partnership Strategic Plan approved by JPACT and the Metro Council
4084	East Airport Pedestrian and Bicycle Access Improvements	Port of Portland's adopted 2004 Port Transportation Improvement Plan
4085	Terminal area Bicycle and Pedestrian Improvements	Port of Portland's adopted 2004 Port Transportation Improvement Plan
4086	PIC Bike and Pedestrian Improvements	Port of Portland's adopted 2004 Port Transportation Improvement Plan
4087	Leadbetter Street Extension and Grade Separation	Port of Portland's adopted 2004 Port Transportation Improvement Plan. Under consideration for OTIA 3 funding.
4088	Terminal 4 Driveway Consolidation	Port of Portland's adopted 2004 Port Transportation Improvement Plan. Under consideration for OTIA 3 funding.

- Amend Figure 5.8 (West Columbia Corridor Subarea) and corresponding project descriptions on pages 5-37 through 5-39 to **delete** the following 2000 RTP Priority System projects because they have been completed or are under construction:

2000 RTP Priority System #	Project Name
4000	Airport LRT
4019	Lightrail station/track realignment
4020	Airport Way Widening, East
4024	Alderwood Road Extension
4025	Cascades Parkway
4027	Airport Way/Cascades grade separation
4047	NE 33rd Avenue Bikeway
4062	Marine Drive Improvements, Phase 1
4080	Swan Island TMA
4081	Columbia Corridor TMA

- Amend Figure 5.9 (Portland Central City Subarea) and corresponding project descriptions on pages 5-43 through 5-47 to **add** the following 2004 Interim Federal RTP Financially Constrained System projects to the 2000 RTP Priority System:

2004 RTP Financially Constrained System Project #	Project Name	Project Source and Other Project Comments
1022	I-84/Banfield Trail	Portland TSP
1039	SE Belmont Ramp	Portland TSP. Under consideration for OTIA 3 funding.
1057	Eastbank-Springwater Trail Connector (Three Bridges) Improvement	Portland TSP
1082	SE Grand Avenue Bridgehead Improvements	Portland TSP
1089	East Burnside/NE Couch Couplet and Street Improvements	The E Burnside Improvement is identified in the Portland TSP. the solution of a Burnside/Couch couplet as a design change has policy implications because Couch is not identified on the regional system.
1090	W Burnside/NW Couch Couplet and Street Improvements	The W Burnside Improvement is identified in the Portland TSP. However, the solution of a Burnside/Couch couplet as a design change has policy implications because Couch is not identified on the regional system.
1095	Union Station Multi-modal Center Study	Portland TSP
1097	Naito Parkway Street and Pedestrian Improvements	Portland TSP
1098	Aerial Tram	Portland TSP
1106	Portland Streetcar - Eastside, Phase 1 (Lloyd District)	City Council resolution directs inclusion of project into Portland TSP as part of next update.
1107	Portland Streetcar - Eastside, Phase 2	City Council resolution directs inclusion of project into

2004 RTP Financially Constrained System Project #	Project Name	Project Source and Other Project Comments
	(Central Eastside Industrial District)	Portland TSP as part of next update.
1137	Lombard/St. Louis/Ivanhoe Multi-modal Improvements	Portland TSP
1138	Lombard/39th Frequent Bus Improvements	TriMet TIP
1163	I-205/Powell Boulevard/Division interchanges	Phase 1 Powell/Foster Corridor Study recommendation approved by City of Portland, JPACT and the Metro Council; Also identified as a study in Portland's TSP.
1165	I-205 Ramp Right-of-way Acquisition	Phase 1 Powell/Foster Corridor Study recommendation approved by City of Portland, JPACT and the Metro Council.
1166	Capitol Highway/Vermont/30th Avenue Intersection Improvement	Portland TSP
1167	Capitol Highway Bike and Pedestrian Improvements	Portland TSP
1173	Hillsdale TC Pedestrian Improvements	Portland TSP
1199	Barbur Boulevard Pedestrian Access to Transit Improvements	Portland TSP
1209	NW 23rd Avenue Reconstruction	Portland TSP
1225	Lower Albina Area Pedestrian Improvements	Portland TSP
1226	Killingsworth Bridge Bike/Pedestrian Improvements	Portland TSP
1234	Lombard Street Pedestrian Improvements	Portland TSP
1235	Prescott Station Area Street Improvements	Portland TSP
1236	NE 15/Jackson Park Frequent Bus Improvements	TriMet TIP
1237	Fessenden Frequent Bus Improvements	TriMet TIP
1239	NE Sandy Boulevard ITS	Portland TSP
1252	Inner Powell Streetscape Plan	Portland TSP
1271	Linnton Community Bike and Pedestrian Improvements	Portland TSP
1277	NW Champlain Viaduct Reconstruction	Portland TSP
1278	SE 39th Avenue Reconstruction, Safety and Pedestrian Improvements	Portland TSP
1279	Holgate Street Bike and Pedestrian Improvements	Portland TSP

- Amend Figure 5.9 (Portland Central City Subarea) and corresponding project descriptions on pages 5-43 through 5-47 to **delete** the following 2000 RTP Priority System projects because they have been completed or are under construction:

2000 RTP Priority System #	Project Name
1000	Interstate MAX LRT
1014	Central City Street Car
1016	Central City Street Car
1021	Peninsula Crossing Trail
1033	Lovejoy Ramp Removal
1034	Lower Albina RR Crossing
1056	Lloyd District TMA Startup
1058	SW Moody Bikeway
1064	N Interstate Bikeway
1065	SE 17th Avenue Bikeway
1066	SE Milwaukie Bikeway
1079	Steel Bridge Pedestrian Way (RATS Phase I)
1081	Eastbank Esplanade
1144	N Portland Road Bikeway
1145	N St. Louis/Fessenden Bikeway
1146	N Greeley/Interstate Bikeway
1207	Barbur Boulevard ITS
1213	NE/SE 122nd Avenue Bikeway
1217	Multnomah Pedestrian District
1229	Woodstock Mainstreet
1257	NE Russell Bikeway

- Amend Figure 5.10 (East Multnomah County Subarea) and corresponding project descriptions on pages 5-51 through 5-53 to **add** the following 2004 Interim Federal RTP Financially Constrained System projects to the 2000 RTP Priority System:

2004 RTP Financially Constrained System Project #	Project Name	Project Source and Other Project Comments
2029	242nd Avenue Reconstruction	Gresham TSP/County CIP
2039	Regner Road Reconstruction	Gresham TSP
2044	Orient Drive Reconstruction Improvements	Gresham TSP/County CIP
2052	MAX Shared-Use Path (Ruby Junction to Cleveland Station)	Gresham TSP
2076	181st Avenue Frequent Bus Improvements	TriMet TIP
2099	201st/202nd Avenue Corridor Improvements	Gresham TSP/County CIP
2109	Glisan Street Reconstruction Improvements	Gresham TSP/County CIP
2110	MKC Collector (Halsey St. to Arrata St.)	County CIP/Wood Village TSP/Fairview TSP

2004 RTP Financially Constrained System Project #	Project Name	Project Source and Other Project Comments
2115	Fairview-Wood Village TC Pedestrian Improvements	Fairview TSP/Wood Village TSP
2120	Sandy Boulevard Bicycle and Pedestrian Improvements	County CIP
2125	Troutdale TC Pedestrian Improvements	Troutdale TSP and Town Center Plan

- Amend Figure 5.10 (East Multnomah County Subarea) and corresponding project descriptions on pages 5-51 through 5-53 to delete the following projects because they have been completed or are under construction:

2000 RTP Priority System #	Project Name
2062	Gresham Regional Center TMA
2068	I-205 Ramps
2079	185th Avenue Railroad Crossing
2086	NE 138th Avenue Improvements
2087	NE 158th Avenue Improvements
2111	207th Avenue Connector

- Amend Figure 5.11 (Pleasant Valley/Damascus Subarea) and corresponding project descriptions on page 5-57 to add the following 2004 Interim Federal RTP Financially Constrained System projects to the 2000 RTP Priority System:

2004 RTP Financially Constrained System Project #	Project Name	Project Source and Other Project Comments
7034	Foster Road Extension	Approved by Portland, Gresham, Multnomah County and Metro in Pleasant Valley Concept Plan in 2002. Pleasant Valley Implementation Plan (and TSP amendments) to be adopted by Portland and Gresham in September 2004.
7035	Giese Road Extension	See above comment.
7037	172nd Avenue Improvements (Giese to Butler)	See above comment.
7038	172nd Avenue Improvements (Butler to Cheldelin)	See above comment.
7039	Giese Road Improvements	See above comment.
7040	Giese Road Improvements	See above comment.
7041	Foster Road bridge	See above comment.
7042	Giese Road Extension bridge	See above comment.

- Amend Figure 5.12 (Urban Clackamas County Subarea) and corresponding project descriptions on pages 5-61 through 5-64 **to add** the following 2004 Interim Federal RTP Financially Constrained System projects to the 2000 RTP Priority System:

2004 RTP Financially Constrained System Project #	Project Name	Project Source and Other Project Comments
5020	Highway 213 Improvements	Oregon City TSP
5041	37th Avenue Bike/Ped Improvement	Milwaukie TSP
5052	17th Avenue Trolley Trail Connector	Metro Greenspaces Master Plan and Clackamas TSP
5070	Otty Road Improvements to add turn lanes	Clackamas TSP
5076	Fuller Road Improvements to add turn lanes	Clackamas TSP
5087	West Sunnybrook Road Extension	Clackamas TSP
5098	King Road Frequent Bus Improvements	TriMet TIP
5099	Webster Road Frequent Bus Improvements	TriMet TIP
5126	Oregon City South Amtrak Station Phase 2	Oregon City TSP/Oregon City CIP
5142	Mollala Avenue Frequent Bus Improvements	TriMet TIP
5171	Lake Oswego Transit Station Project	Lake Oswego TSP
5199	I-205 Auxiliary Lanes (I-5 to Stafford Road)	Tualatin TSP. Under consideration for OTIA 3 funding.
5207	Mt. Scott Creek Trail	2000 RTP Bicycle and Pedestrian System Map designation.

- Amend Figure 5.12 (Urban Clackamas County Subarea) and corresponding project descriptions on pages 5-61 through 5-64 **to delete** the following projects because they have been completed or are under construction:

2000 RTP Priority System #	Project Name
5018	Highway 213 Intersection Improvements
5022	Highway 213 Widening
5038	Johnson Creek Boulevard, Phase 2
5046	Railroad Crossing Improvements
5065	Clackamas Regional Center TMA Startup
5108	Jennifer Street/135th Avenue Extension
5130	99E/2nd Avenue Realignment
5163	"A" Avenue Reconstruction

- Amend Figure 5.13 (South Washington County Subarea) and corresponding project descriptions on pages 5-67 through 5-70 to add the following 2004 Interim Federal RTP Financially Constrained System projects to the 2000 RTP Priority System:

2004 RTP Financially Constrained System Project #	Project Name	Project Source and Other Project Comments
6011	Highway 217 Overcrossing - Cascade Plaza	Tigard TSP
6035	Gaarde Street Improvements	Tigard TSP
6057	Washington Square Regional Center Greenbelt Shared Use Path	Tigard TSP. Funded for construction from Hall to Highway 217 and for PE west to Greenburg Rd. through the 2004-07 MTIP. Extension of the trail from Highway 217 to Greenburg with a pedestrian overpass or underpass of Highway 217 is unfunded.
6065	Herman Road Improvements	Tualatin TSP
6076	Myslony/112th Connection	Tualatin TSP
6088	Elligsen Road Improvements	Wilsonville TSP
6093	Barber Street Extension	Wilsonville TSP
6138	Wilsonville Road/I-5 Interchange Improvements (Phase 1 and 2)	Wilsonville TSP. Phase 1 under consideration for OTIA 3 funding.
6142	Upper Boones Ferry Road Improvement	Washington County TSP identifies Boones Ferry as a 2 or 3 lane roadway for ROW acquisition, but not construction

- Amend Figure 5.13 (South Washington County Subarea) and corresponding project descriptions on pages 5-67 through 5-70 to delete the following projects because they have been completed or are under construction:

2000 RTP Priority System #	Project Name
6014	Greenburg Road Improvements
6033	Walnut Street Improvements, Phase 1
6046	Walnut Street Improvements, Phase 2
6059	Beef Bend Road Improvements
6072	Tualatin Road Improvements
6111	Beef Bend/Elsner Road Improvements
6113	Oregon Street Improvements
6125	Bangy Road Improvements
6128	Carmen Drive Intersection Improvements

- Amend Figure 5.14 (North Washington County Subarea) and corresponding project descriptions on pages 5-73 through 5-77 to delete the following projects because they have been completed or are under construction:

2000 RTP Priority System #	Project Name
3007	US 26 Improvements
3026	Millikan Extension
3027	Davis Improvements
3028	Hart Improvements
3085	170th Improvement
3108	Baseline Road Improvements
3110	Jackson School Road Improvements
3130	Evergreen Road Improvements
3132	Cornelius Pass Road Improvements
3136	Brookwood/Parkway Avenue Improvements
3138	Murray LRT Overcrossing and Pedestrian Improvements
3152	Westside TMA
3154	Forest Grove Northern Arterial

- Amend Chapter 5 to incorporate the following Powell/Foster Corridor Study – Phase 1 recommendations (as approved in Metro Resolution No. 03-3373):
 - On page 5-51, delete the description of Project 1164 and replace with "I-205 Ramp Study - Perform a design study to evaluate modifications to the existing overpass at I-205 and Powell Boulevard, including full access ramps to and from I-205. The study should also address impacts to the interchange influence area along Powell Boulevard, Division Street, and SE 92nd Avenue."
 - On page 5-51, delete the description of project number 1163 and replace with "I-205/Powell Boulevard Interchange - Construct improvements to allow full turn movements at the Powell Boulevard and I-205 interchange."
 - On page 5-46, delete the description of project 1228 and replace with "Powell Boulevard/Foster Road Corridor Study Phase 2 -Conduct the next phase of a corridor study that develops multi-modal transportation strategies and specific roadway, bicycle and pedestrian projects that provide access to Pleasant Valley, Damascus, and the Urban Growth Boundary expansion areas. As part of the Phase 2 Powell/Foster Corridor Study, complete 1) a design study of the appropriate cross-section for Foster Road from SE Barbara Welch Road to Jenne Road, 2) a refinement plan of the design options for Highland Drive and Pleasant View Drive, and 3) complete a project development study of a new extension of SE 174th Avenue between Jenne and the future Giese Roads. The study may result in an amendment to planning documents to call for a new extension of SE 174th Avenue in lieu of widening Jenne Road to three lanes between Foster Road and Powell Boulevard (former project 7007)."
 - On page 5-46, add a new RTP project description and project number as follows, "Powell Boulevard Project Development Study Perform a project development

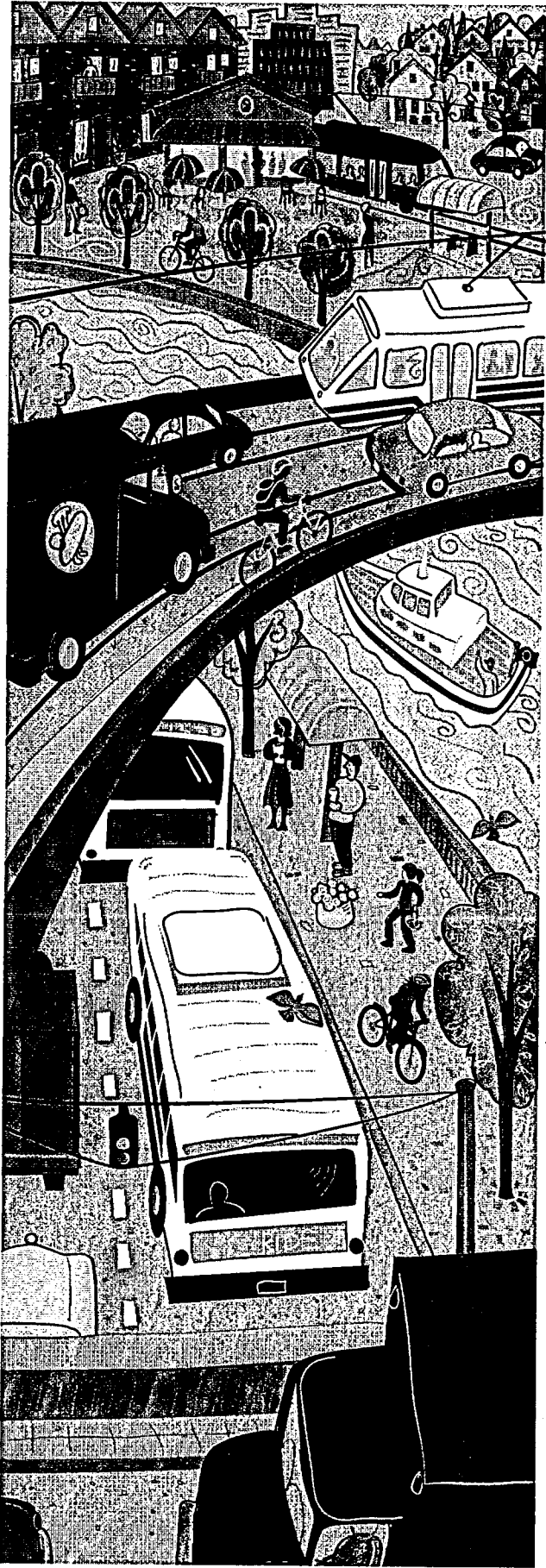
study on Powell Boulevard from I-205 and SE 174th Avenue, with a short-term time frame. Based on costs and timing of needs, the study will develop a phased construction schedule."

- On page 5-52, delete the description of project 2049 and replace with "Powell Boulevard Improvements - Widen the street to five lanes including sidewalks and bike lanes from SE 174th Avenue to SW Duniway Avenue. Include mid-block pedestrian crossings west of SE 182nd Avenue and at SW Duniway Avenue. Improvements at the intersection of SE 182nd Avenue and Powell Boulevard will include bus pullouts on Powell. Widen the street to three lanes with a raised landscaped median including sidewalks and bike lanes from SW Duniway Avenue to NW Birdsedale Avenue. Widen the street to an imbalanced four-lane cross section including sidewalks and bike lanes from NW Birdsedale Avenue to NW Eastman Parkway, with two westbound travel lanes, a center turn lane and one eastbound travel lane."
- On page 5-52, delete the description of project 2045 (190th/Highland Drive Improvements), and on page 5-57, and delete the project description for project 7012 (Highland Corridor Plan). Replace project 2045 with "2045 190th Avenue Improvements - Reconstruct and widen 190th Avenue to five lanes from Highland Drive to Butler Road with sidewalks and bike lanes. Widen and determine the appropriate cross-section for Highland Drive and Pleasant View Drive from Powell Boulevard to 190th Avenue based on the recommendations from Phase 2 of the Powell Boulevard/Foster Road Corridor Study."
- On page 5-57, delete the description of project 7006 and replace with "SE Foster Road Improvements - Widen Foster Road to four lanes from SE 122nd to SE Barbara Welch Road. Widen and determine the appropriate cross section of Foster Road from SE Barbara Welch Road to Jenne Road by completing Phase 2 of the Powell Boulevard/Foster Road Corridor Study in order to meet roadway, transit, pedestrian and bike needs."
- On page 5-57, delete the description of project 7007 (SE Jenne Road Improvements) and replace with "SE 174th Avenue/North-South Capacity Improvements - Based on the recommendations from the Powell Boulevard/Foster Road Corridor Study (1228), construct a new north-south capacity improvement project in the vicinity of SE 174th Avenue/Jenne Road between SE Powell Boulevard and Giese Road in Pleasant Valley. This replaces former project 7007 which widened Jenne Road to three lanes from Powell Boulevard to Foster Road."
- On page 5-57, delete project 7016 (Jenne Road Traffic Management Plan). This project is included in Project #7007.

Part 3

2000 Regional Transportation Plan Technical Amendments

April 15, 2004



METRO

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2000 Regional Transportation Plan Technical Amendments

Thank you for taking the time to review proposed amendments to the 2000 Regional Transportation Plan (RTP). The amendments are a follow-up to approval of the 2004 interim Federal RTP, and establish consistency between the existing 2000 RTP with the new federal plan. **No major changes to policies or projects are proposed.**

Because the amendments to the 2000 RTP represent more of a "housekeeping" effort, the emphasis in the public comment period will be on the proposed changes to the plan, not the overall 2000 RTP document.

Summary of Technical Amendments

Since the last RTP update, a number of corridor studies and concept plans for new urban areas have been completed, and approved by local or regional officials, or are about to be completed. The results of these studies include a number of technical changes to the RTP implementation chapter that frame future work that must still be completed, and delete technical requirements that have been addressed by these studies. The changes reflected in the technical amendments include:

- Powell-Foster Corridor Study – Phase I Recommendations
- I-5 South – Wilsonville Area Study
- Regional Travel Option, Strategic Planning
- RTP Modal Target Study
- Damascus/Boring Concept Plan

The technical amendments are shown in strikethrough and underscore.

For more information

For more information, call Regional Transportation Planning at (503) 797-1839, or send e-mail to trans@metro-region.org. The hearing impaired can call (503) 797-1804.

2000 RTP Chapter 6 Technical Amendments

- Amend Chapter 6 as shown in strikethrough/underscore:

Section 6.1.2 Air Quality Conformity: Criteria that Constitutes a Conformed Plan

The ~~2020~~2025 Preferred ~~Illustrative~~ and Priority Systems both requires new revenue sources and go beyond federal requirements that long-range transportation plans be based upon "constrained resources." Air quality conformity of this plan will be based on a scaled-down ~~2020~~2025 Priority ~~Illustrative~~ System that can likely be implemented within the federally defined fiscally constrained level of reasonably available resources. This system will be termed the ~~2020~~2025 ~~Fiscally~~ Financially Constrained System. Air quality conformity entails:

- Making reasonable progress on Transportation Control Measures as identified in the SIP
- Staying within the carbon monoxide and ozone emissions budgets set for transportation with the SIP based upon a fiscally constrained transportation network

Portland is currently designated a maintenance area for the National Ambient Air Quality Standards (NAAQS) for ozone and carbon monoxide under the Clean Air Act Amendments of 1990.

Section 6.1.3 Demonstration of Air Quality Conformity

The ~~Financially Constrained System~~ and the ~~2020 Priority System~~ have been found to conform to federal air quality requirements. Appendix 4.0 provides detailed information ~~to support this finding on the air quality conformity analysis to be completed on the 2025 Financially Constrained System.~~

Section 6.7.5 Type I – Major Corridor Refinements

Interstate-5 South (Highway 217 to ~~Wilsonville~~ Willamette River/Boones Bridge)

This facility serves as the major southern access to and from the central city. The route also serves as an important freight corridor, where Willamette Valley traffic enters the region at the Wilsonville "gateway," and provides access to Washington County via Highway 217. Projections for this facility indicate that growth in traffic between the Metro region and the Willamette Valley will account for as much as 80 percent of the traffic volume along the southern portion of I-5, in the Tualatin and Wilsonville area. A joint ODOT and Wilsonville study¹ concludes that in 2030 widening of I-5 to eight lanes would be required to meet interstate freeway capacity standards set by Metro and ODOT and that freeway access capacity would not be adequate with an improved I-5/Wilsonville Road interchange. For ~~this~~ these reasons, the appropriate improvements in this corridor are unclear at this time. However, I-5 serves as a critical gateway for regional travel and commerce, and an acceptable transportation strategy in this corridor has statewide significance. A major corridor study is proposed to address the following issues:

¹ I-5/Wilsonville Freeway Access Study, DKS Associates, November 2002

- the effects of widening I-205 on the I-5 South corridor
- the effects of the I-5 to 99W Connector on the Stafford Road interchange and the resultant need for increased freeway access
- the effects of peak period congestion in this area on regional freight mobility and travel patterns
- the ability of inter-city transit service, to/from neighboring cities in the Willamette Valley, including commuter rail, to slow traffic growth in the I-5 corridor
- the ability to maintain off-peak freight mobility with capacity improvements
- the potential for better coordination between the Metro region and valley jurisdictions on land-use policies
- the effects of a planned long-term strategy for managing increased travel along I-5 in the Willamette Valley
- the effects of UGB expansion and Industrial Lands Evaluation studies on regional freight mobility
- the effects to freight mobility and local circulation due to diminished freeway access capacity in the I-5/Wilsonville corridor

In addition, the following design elements should be considered as part of the corridor study:

- peak period pricing and HOV lanes for expanded capacity
- provide rapid bus service on parallel Barbur route, connecting Wilsonville to the central city
- provide additional overcrossings in West Portland town center to improve local circulation and interchange access
- provide additional freeway access improvements in the I-5/Wilsonville corridor to improve freight mobility and local circulation, (e.g. a new Boeckman Road interchange)
- add capacity to parallel arterial routes, including 72nd Avenue, Boones Ferry, Lower Boones Ferry and Carmen Drive
- add overcrossings in vicinity of Tigard Triangle to improve local circulation
- extend commuter rail service from Salem to the central city, Tualatin transit center and Milwaukie, primarily along existing heavy rail tracks
- additional I-5 mainline capacity (2030 demand on I-5 would exceed capacity)
 - provision of auxiliary lanes between all I-5 freeway on- and off-ramps in Wilsonville

Powell Boulevard/Foster Road

The concentration potential urban growth boundary expansions in Clackamas County and southeast Multnomah County will place heavy demands on connecting routes that link these areas with employment centers in Portland and Multnomah County. Of these routes, the Foster/Powell corridor is most heavily affected, yet is also physically constrained by slopes and the Johnson Creek floodplain, making capacity improvements difficult. More urban parts of Foster and Powell Boulevard are equally constrained by existing development, and the capacity of the Ross Island Bridge.

As a result, a corridor study is needed to explore the potential for high capacity transit strategies that provide access from the developing Pleasant Valley and Damascus areas to employment areas along the Foster/Powell corridor, Gresham regional center, Columbia South Shore industrial area and central city. Such a study should consider the following transportation solutions:

- aggressive transit improvements, including rapid bus service from Central City to Damascus town center via Powell and Foster roads, and primary bus on 172nd Avenue and to the Gresham regional center, Eastside MAX and Columbia South Shore
- capacity improvements that would expand Foster Road from two to three lanes from 122nd to 172nd avenues, and from two to five lanes from 172nd Avenue to Highway 212, phased in coordination with planned capacity improvements to Powell Boulevard between I-205 and Eastman Parkway
- extensive street network connection improvements in the Mount Scott and Pleasant Valley areas to reduce local travel demand on Foster Road and Powell Boulevard, and to improve access between these areas and adjacent East Multnomah and northeast Clackamas Counties
- ITS or other system management approaches to better accommodate expected traffic growth on the larger southeast Portland network, East Multnomah and northeast Clackamas County network

Powell Boulevard/Foster Road Phase 2

The Powell Boulevard/Foster Road Corridor represents both a key transportation challenge and an opportunity to meet 2040 regional land use goals. The Powell/Foster Corridor is a top priority among corridors requiring refinement plans. Despite policy changes to level-of-service standards that permit greater levels of congestion, significant multi-modal improvements will be needed in order to continue to serve transportation needs of the communities and industrial areas in southeast Portland and Gresham. The corridor is also critical to providing access to the planned growth areas in Pleasant Valley, along with Damascus and Springwater that have recently been added to the Urban Growth Boundary. In addition, the corridor is constrained by significant topographical and environmental features.

As a result of the findings from Phase 1 of the Powell Boulevard/Foster Road Corridor Plan, which was completed in 2003, specific multi-modal projects have been identified that address transportation needs on Powell Boulevard between inner SE Portland and Gresham, and on Foster Road west of Barbara Welch Road. System level decisions for transit service were also made for the corridor.

Several outstanding transportation problems in the Pleasant Valley, Damascus and south Gresham areas, require additional planning work before specific multi-modal projects can be developed and implemented. The Phase 2 plan should closely coordinated with concept plans for Damascus and the Springwater area, in order to incorporate the updated land use and transportation assumptions. It should examine the following transportation solutions and strategies:

- Determine the appropriate cross section on Foster Road between Barbara Welch Road and Jenne Road and the project timing, to meet roadway, transit, pedestrian and bike needs.
- Explore possibilities for potential new street connection improvements in the Mount Scott area that reduce local travel demand on Foster Road and improve access to the Pleasant Valley area.
- Develop conceptual designs and determine right-of-way for an improvement and extension of SE 174th Avenue between Powell Boulevard and Giese Road, or another new north-south roadway in the area, to accommodate travel demand and improve access to Pleasant Valley. The alignment should consider engineering feasibility, land use and environmental affects, safety, and overall costs.
- Further define the three-lane Highland Drive and Pleasant View Drive option that was recommended as part of Phase 1. This option needs to address design, operational, and safety-related issues.
- Work with local jurisdictions to provide for access management on arterials serving Pleasant Valley and Damascus.
- Address other regional north-south transportation needs identified by the Damascus Concept Plan and Springwater concept planning effort. Further evaluate alignment issues, engineering cost estimates, and right-of-way impacts of future roadway projects north of Damascus that are identified as part of the concept planning effort.

6.7.7 Areas of Special Concern

Gateway Regional Center

~~Gateway is at a major transportation crossroads, and suffers and benefits from the level of access that results. The Preferred System analysis shows that from the perspective of employers looking at labor markets, the Gateway area is the most accessible place in the Metro region. At the same time, spillover traffic from the Banfield Freeway corridor exceeds the LOS policy established in Table 1.2 on a number of east/west corridors in the Gateway area, including Halsey, Glisan, Burnside, Stark and Division streets.~~

~~The local TSP should examine the ability of local streets in these areas to absorb travel demand to a degree that cannot be measured in the regional model. A traffic management plan for these streets should be integrated with the overall TSP strategy, but should establish specific action plans and benchmarks for facilities determined to exceed the LOS policy in the local analysis. Alternative mode~~

choices should be identified to further reduce travel demand. The local TSP should also consider strategies for providing better access to LRT, including park and ride facilities at station areas.

Section 6.8 Outstanding Issues

The section describes a number of outstanding issues that could not be addressed at the time of adoption of this plan, but should be addressed in future updates to the RTP.

6.8.2 ~~Damascus/Boring-Pleasant Valley TCSP Concept Planning~~

~~Metro was recently awarded a special federal TCSP grant from the US Department of Transportation to complete an urban reserve plan for the Damascus Pleasant Valley area of Clackamas County. The work scope for the project is broad, encompassing land use, transportation, and environmental planning. The project is scheduled to begin in early 2000. The objective of the study is to prepare concept plans for this large urban reserve area in anticipation of future urbanization. Metro will work with a number of local partners to complete the project, including the cities of Portland, Gresham and Happy Valley, and Multnomah and Clackamas counties. A citizen policy advisory committee that includes residents and key stakeholders will guide the project.~~

~~The Damascus Pleasant Valley planning effort will include conceptual transportation planning for regional facilities in the area, and more detailed street planning for northern portions of the area that are already included in the urban area. Transportation and land use scenarios will be developed to reflect a variety of land use alternatives for the area, and will be analyzed with the regional transportation model.~~

~~The preferred alternative will likely include refinements to the Damascus Pleasant Valley street functional classifications and transportation improvements included in this plan.~~

Metro received federal grant money for the purpose of completing a concept plan for a new urban area in the Damascus/Boring area. Clackamas County and Metro will jointly develop the concept plan, with the assistance of a Contractor and the participation of area citizens, key organizations, service providers and cities. ODOT will also participate in the process. The concept planning is anticipated to start in winter of 2003, will take approximately two years to complete. There will be extensive public involvement during this process.

The Damascus/Boring Concept Plan will be a cooperative planning effort to create plan and implementation strategies for development of approximately 12,000 acres located south of Gresham and east of Happy Valley in Clackamas County. The concept plan is a follow-up to a December 2002 decision by Metro to bring the area inside the Urban Growth Boundary. The Damascus/Boring Concept plan will be closely coordinated with the environmental analysis of the Sunrise Corridor Unit 1 effort and will address the general need, modes, function, and location of the proposed Sunrise Corridor Unit 2. Important components of the concept plan are expected to include:

- A land-use element that locates a combination of uses and densities that support local and regional housing and employment needs, provides a diverse range of housing, and identifies commercial and industrial employment opportunities that allow residents to work near their home

- A multi-modal transportation system element that serves interstate, regional and community travel needs and informs the Sunrise Corridor Unit 2 planning process
- A natural resources element that identifies natural resource areas and protection strategies
- A public infrastructure and facilities element for water, sewer, storm water, parks, schools, fire and police

The concept plan will provide the basis for future comprehensive plan amendments and development code regulations that must be adopted before development can take place. The Damascus/Boring Concept Plan will identify and evaluate multi-modal transportation system alternatives to serve regional and community needs in the area. The alternatives will include combinations of highway, arterial, boulevard and transit improvements that are complemented by a network of local streets, multi-use trails and bicycle and pedestrian connections. If the Damascus/Boring Concept Plan reaffirms that Sunrise Corridor Unit 2 improvements are needed, the concept plan will identify transportation alternatives to be evaluated through a future DEIS process similar to that already initiated for the Unit 1 portion of the Sunrise Corridor.

Proposed amendments to the RTP would be considered upon completion of the study, which is scheduled to conclude in Fall 2002. The preferred alternative will also include future street plans for some local streets that may be incorporated into local TSPs.

6.8.9 TDM Program Enhancements

The TDM Subcommittee is in the process of developing a 3-5 year strategic plan that clearly articulates a new vision and proposed direction for the Regional Travel Options program. The strategic direction is to develop a more collaborative marketing program that eliminates duplication of marketing effort and that delivers a clear message to all of our customers (students, commuters, aging population, shoppers, etc). The regional evaluation program will also become more collaborative as we work to develop performance measure and evaluate progress toward non-SOV modal targets for regional centers and industrial areas. The strategic plan will update TDM policies resulting in RTP Amendments that reflect new strategies for promoting travel options to the region.

In addition, the TDM program should be continually updated to include new strategies for regional demand management. One such strategy that should be considered is the Location Efficient Mortgage (LEM). The LEM is a mortgage product that increases the borrowing power of potential homebuyers in "location efficient" neighborhoods. Location efficient neighborhoods are pedestrian friendly areas with easy access to public transit, shopping, employment and schools. The LEM recognizes that families can save money by living in location efficient neighborhoods because the need to travel by car is reduced. Instead of owning two cars, a family living in a location efficient neighborhood could get by with one - or none. The LEM requires bankers to look at the average monthly amount of money that applicants would be spending on transportation if they had to use a car for day-to-day transport and applies it to the servicing of a larger mortgage. This increases the purchasing power of borrowers when buying a home in location efficient neighborhoods, stimulating home purchases in existing urban areas.

6.8.14 RTP Modal Targets Implementation

Metro was recently awarded state Transportation/Growth Management funds to identify best practices and further clarify what constitutes a minimum requirements for local transportation system plans to meet the RTP modal targets. Metro's primary goal is to ensure that the planning programs be adopted, and that on-the-ground progress be demonstrated over time. However, progress toward the non-SOV

modal targets is an output of the regional travel demand model, but cannot be generated by local jurisdictions. Progress would be periodically evaluated as part of RTP updates. The project will:

- Identify best practices and minimum requirements for local governments to demonstrate that local TSPs can meet non-SOV mode split targets in the RTP. Meeting this objective will allow Metro to ensure RTP compliance with Section 660-012-0035(5) of the Transportation Planning Rule.
- Ensure that minimum requirements identified are reasonably sufficient to enable local jurisdictions to achieve the Non SOV Modal Targets of Table 1.3 and the Alternative Mode Analysis of section 6.4.6 of the RTP.
- Ensure that minimum requirements identified can be carried out by Metro and/or local jurisdictions without a significant commitment of staff time or other resources.
- Provide education on the benefits of reducing non-SOV mode trips.

This effort could result in amendments to the RTP.

6.8.15 Defining System Adequacy

Section 660.012.0060 of the Oregon Transportation Planning Rule (TPR) requires local governments to evaluate amendments to acknowledged plans and regulations to ensure that the changes are consistent with planned transportation improvements. For the Metro region, the RTP currently defines the "priority" system of improvements for major transportation facilities as the basis for evaluating such amendments.

Prior to the next update to the 2000 RTP, the issue of defining an adequate system of improvements for the purpose of evaluating local plan amendments should be addressed in detail to ensure a balance between allowing desired development and preventing land use actions that outstrip the public ability to provide transportation infrastructure. This effort should include a cross-section of local and regional interests and state agency officials, and could lead to recommended RTP amendments that implement a new strategy for considering such proposals. The effort should be led jointly by Metro and the Oregon Department of Transportation.

6.8.16 Wilsonville I-5 South Corridor

Based on the results of the I-5/Wilsonville Freeway Access Study (DKS Associates, November 2002, prepared for ODOT and the City of Wilsonville, with Metro's participation), there will be a future deficiency for freeway access capacity in Wilsonville based on year 2020 PM peak forecasts. Improvements were identified in the City of Wilsonville's 2003 Transportation Systems Plan to address this deficiency, but did not include the effects of the planned southern alignment for the I-5 to 99W Connector to the Stafford Road Interchange, the plans for which were outside of the scope of the TSP. The improvements include an improved local street system in Wilsonville, freeway access improvements and I-5 operational improvements. Improvements to the local roadway system are not adequate by themselves to mitigate the future 2020 interchange access needs without interchange improvements. In evaluating two freeway access improvement alternatives (an enhanced Wilsonville Road diamond interchange and a new Boeckman Road interchange to I-5) it was found that improvements to the Wilsonville Road interchange would be necessary with either interchange alternative. Based upon the findings of study, an enhanced Wilsonville Road diamond interchange, currently in preliminary engineering, is needed to meet future 2020 capacity demands. Implementation of the enhanced Wilsonville Road diamond interchange project depends upon funding availability.

The analysis of future freeway access needs was conducted with a wide range of travel forecasts, assessing the sensitivity of the findings in the 2020 PM peak period with various travel demand assumptions. In each case, the findings noted above were found to be consistent in terms of the required first step being the enhanced Wilsonville Road diamond interchange. However, utilizing an approximation technique to extend 2020 forecasts to 2030, it was found that in 2030 widening of I-5 to eight lanes would be required to meet interstate freeway capacity standards set by Metro and ODOT and that freeway access capacity would not be adequate with the improved I-5/Wilsonville Road interchange and further access improvements would be necessary. Thus, other freeway access improvements (e.g. a new Boeckman Road interchange) must be considered in future regional capacity studies, including the Regional Transportation Plan update, I-5 South Corridor Study, I-5 to 99W Connector and/or a Stafford/I-205 Study in conjunction with possible urban growth boundary expansions and industrial land evaluations.

6.8.17 National Highway System (NHS) Routes Update

A component of the federal requirements that warrants special effort is a needed update to the National Highway System (NHS) designations in the RTP. These routes were originally designated in the early 1990s, and are due for an update that considers 2040 land use and transportation considerations that have since been adopted into regional and local plans. This effort will occur prior to the next RTP update.

How to comment on the amendments to the 2000 Regional Transportation Plan

The public comment period for the amendments begins on April 15, 2004 and ends at noon on June 1, 2004. You may submit comments online at Metro's website:

www.metro-region.org/rtp

Comments may also be mailed or faxed using the form below, or left on Metro's Transportation hotline at (503) 797-1900, Option 2.

Comments:

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Submitted by:

<hr/>	
<i>Name</i>	
<hr/>	
<i>Street Address</i>	<i>City/Zip</i>
<hr/>	<hr/>
<i>Phone</i>	<i>E-Mail</i>
<hr/>	<hr/>
Send me more info:	
<input type="checkbox"/> 2000 RTP Document CD	<i>Other RTP Info:</i> <hr/>
<input type="checkbox"/> 2004 Interim Federal RTP Document CD	
<input type="checkbox"/> Please add me to the RTP interested citizens mailing/e-mail lists	

2000 Regional Transportation Plan Amendments Calendar

- April 15** Public comment period begins; staff recommendation on 2000 RTP amendments released for 45-day public comment period
- April 22** Metro Council first reading of Ordinance on draft 2004 RTP
- May 13** Metro Council public hearing on amendments to 2000 Regional Transportation Plan
- June 1** Public comment period ends at noon
- June 2** MTAC review and discussion of amendments to 2000 Regional Transportation Plan
- June 25** TPAC review and discussion of amendments to 2000 Regional Transportation Plan
- June 9** Tentative final MPAC action on amendments to 2000 Regional Transportation Plan
- July 8** Tentative final JPACT action on amendments to 2000 Regional Transportation Plan
- July 8** Metro Council second reading of Ordinance and consideration of adoption of amendments to 2000 Regional Transportation Plan

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Transportation Planning Public Involvement Policy

April 7, 2004



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Transportation Planning Public Involvement Policy

EXECUTIVE SUMMARY

Public Involvement in Regional Transportation Planning and Funding Activities

Metro's public involvement policy for regional transportation planning and funding activities is intended to support and encourage broad-based public participation in development and review of Metro's transportation plans, programs and projects. The policy was developed in July 1995 in response to citizen interest and changes in state and federal planning requirements. It was revised in January 2004 in concert with the 2004 federal update to the Regional Transportation Plan.

The policy details procedures and guidelines that Metro is expected to follow in order to ensure that public involvement efforts are proactive and provide opportunities for the region's residents and interest groups to actively participate in the development and review of regional transportation plans, programs and major projects.

The policy is intended to focus on Metro's major actions and decisions. Examples covered by these procedures include the Regional Transportation Plan and the Metropolitan Transportation Improvement Program. If a proposed action or decision is clearly a normal course-of-business activity that does not significantly affect the public or alter public policy, it may not be necessary to apply these procedures.

A detailed public involvement work plan consistent with Metro's public involvement goals and objectives will be developed for each plan, program or project. These specific work plans will include opportunities for public involvement, key decision points and what strategies will be used to seek out and consider the participation of groups that have been historically under-served by the transportation system, such as older, low income



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and minority residents. The work plans also will specify how information related to the project will be disseminated to the public and other interested parties, including public meetings, hearings, Metro's web site, paid advertisements, mailings and flyers.

Public involvement goals

- Provide complete information
- Provide timely public notice
- Provide full public access to key decisions
- Support broad-based, early and continuing involvement

Policy objectives

1. Develop a detailed public involvement plan and clear timeline of decision points early in the transportation planning and funding process.
2. Involve those traditionally under-served by the existing system and those traditionally under-represented in the transportation process and consider their transportation needs in the development and review of Metro's transportation plans, programs and projects. This includes, but is not limited to, minority and low-income households and persons who are unable to own and/or operate a private automobile, such as youth, the elderly and the disabled.
3. Remove barriers to public participation for those traditionally under-represented in the transportation planning process.
4. Involve local, regional and state jurisdictions that own and operate the region's transportation system in the development and review of Metro's transportation plans, programs and projects.
5. Provide adequate public notice of public involvement activities and time for public review and comment at key decision points, including but not limited to approval of transportation plans and improvement programs.
6. Provide information on regional transportation planning and funding activities in a timely manner to interested parties.
7. Provide opportunities for the public to provide input on the proposed transportation plan, project or project. Create a record of public comment received and agency response regarding draft transportation plans and programs at the regional level.
8. Provide updated summaries of public comment at key decision points.
9. Provide additional opportunities for public comment if there are significant differences between the draft and final plans.

10. Ensure that development of local transportation plans and programs are conducted according to Metro guidelines for local public involvement.
11. Periodically review and update the public involvement process to reflect feedback from the public.

Public involvement guidelines

A set of public involvement guidelines has been developed to ensure the policy objectives are met. The guidelines are detailed in Section 3. Activities and other opportunities described in each public involvement plan should be consistent with the guidelines established by Metro's policy. The guidelines are more specific for certain types of long-term plans and programs.

Local government public involvement – For transportation plans and projects submitted to Metro for federal funding, local governments should comply with the *Local public involvement checklist* (Appendix H in this document).

Compliance and dispute resolution

The Public Involvement Procedures establish minimum standards for public involvement opportunities that agencies producing transportation plans and programs (and in Metro's case, projects) are expected to follow. However, failure to exactly comply with the procedures contained in the policy shall not, in and of itself, render any decisions or actions invalid.

The dispute resolution process will focus on determining the degree of compliance with the guidelines contained in this policy and the extent to which the agency's actions met the intent of the policy by achieving the goals and objectives of the public involvement procedures. If the spirit of the guidelines contained in this policy has not been met, an agency may be required to conduct additional public involvement activities to ensure there has been adequate public review.

Effective date of policy

This policy will become effective when it is adopted into the Regional Transportation Plan. From that point forward, conformance will be required for public involvement activities pertaining to Metro's transportation plans, programs and project development activities. Metro will periodically, or at least every three years, review and evaluate this public involvement policy. Amendments to the policy will require a 45-day public comment period prior to adoption.

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SECTION 1 INTRODUCTION

Metro's public involvement policy for its regional transportation planning, programming and project development activities was developed to ensure inclusive and effective participation in the formation of public policy. It responds to strong interest in the region and complies with changes to state and federal planning requirements. The policy is intended to support and encourage broad-based public participation in the development and review of Metro's transportation plans, programs and projects. The goal of Metro's public involvement policy is to invite and provide for early and continuing public participation throughout the transportation planning and funding process in the Portland metropolitan region. This policy establishes consistent minimum standards to accomplish this goal; standards beyond these minimums may be applied as warranted and are encouraged.

Adopted in 1991, the federal Intermodal Surface Transportation Efficiency Act (ISTEA) was amended in 1998 as the Transportation Equity Act for the 21st Century (TEA-21). These Congressional acts expanded public participation in the transportation planning process and required increased cooperation among the jurisdictions that own and operate the region's transportation system. These partners include the region's 24 cities, three counties, Oregon Department of Transportation, Oregon Department of Environmental Quality, Port of Portland, TriMet, Washington Regional Transportation Council, Washington Department of Transportation, Southwest Washington Air Pollution Control Authority and other Clark County governments. The acts require urban areas, through a metropolitan planning organization (MPO), to develop and implement a continuing, cooperative, and comprehensive transportation planning process. As the designated MPO for the Portland metropolitan area, Metro is responsible for the transportation planning process, including development of metropolitan transportation plans and transportation improvement programs (TIPs), studies of major transportation investments, and management systems, among others. ISTEA also required MPOs to develop a public involvement process and to incorporate this process into the overall transportation planning process. The public involvement process should be proactive and should provide "complete information, timely public notice, full access to key decisions, and (support) early and continuing involvement of the public in developing plans and (programs)."

Oregon state planning goal 1 is citizen involvement. It requires that each governing body adopt and publicize a program for citizen involvement that is appropriate to the scale of the planning effort. The public involvement program should allow for continuity of information and enable citizens to understand the issues. Goal 1 also calls for regional agencies to use existing local citizen involvement programs established by counties and cities.

Local public involvement procedures and guidelines also have been developed to ensure that there is adequate public participation at the local level in the formulation and adoption of local transportation plans and programs from which projects are drawn and submitted to Metro for federal funding. Compliance with these local procedures will be demonstrated through completing each step outlined in the *Local public involvement checklist* (Appendix H of this document).

SECTION 2 SCOPE OF POLICY

The policy is intended to focus on Metro's major actions and decisions. Metro develops and adopts the Regional Transportation Plan (RTP), the Metropolitan Transportation Improvement Program (MTIP) and other regional transportation plans and programs (see Figure 1 in Appendix A for an overview of the transportation programming and planning process). This public involvement policy applies to all of Metro's transportation plans and programs.

If a proposed action or decision is clearly a normal course-of-business activity that does not significantly affect the public or alter public policy, it may not be necessary to apply these procedures. But if there is a question as to whether a project is broad-based enough to warrant application of these procedures, the agency should follow them to ensure appropriate public notification and participation. Certain (i.e., minor) modifications to the Metropolitan Transportation Improvement Program are specifically exempted by the ISTEA from public involvement requirements (see Appendix G).

Metro also is responsible for development (e.g., identifying design, alignment, cost, etc.) of some projects of a regional scope, such as corridor studies and transit projects. Project development occurs in many phases and not all phases are subject to this policy. Initial planning-oriented project development activities may include preparation of preliminary cost estimates, scope and location. These types of initial project development efforts managed by Metro for major projects on the regional transportation system are subject to this policy to the extent that they help define the project so a decision can be made whether to include the project in a plan and/or program.

Later phases of project development, such as final design and alignment, generally follow a programming decision to fund the project and are not subject to this policy. Existing state and federal guidelines govern the public outreach activities that are required during these later phases. Metro transportation plans, programs and project development activities will be reviewed and approved consistent with the public involvement procedures and guidelines defined in Sections 3 and 4.

SECTION 3 METRO PUBLIC INVOLVEMENT PROCEDURES

The procedures in this section shall apply to all Metro transportation planning, programming (i.e., funding) and project development activities, where Metro acts as the lead agency. Metro will provide for public involvement, consistent with the following goals, objectives and guidelines, in development of its short and long-range regional transportation plans, programs and projects. A detailed public involvement plan should be developed appropriate to each plan, program or project. The overall intent of each public involvement plan should be consistent with the goals and objectives of Metro's policy.

GOAL

Provide complete information, timely public notice, full public access to key decisions, and support broad-based and early and continuing involvement of the public in developing regional transportation plans, programs and projects.

OBJECTIVES

Policy objectives

1. Develop a detailed public involvement plan and clear timeline of decision points early in the transportation planning and funding process.
2. Involve those traditionally under-served by the existing system and those traditionally under-represented in the transportation process and consider their transportation needs in the development and review of Metro's transportation plans, programs and projects. This includes, but is not limited to, minority and low-income households and persons who are unable to own and/or operate a private automobile, such as youth, the elderly and the disabled.
3. Remove barriers to public participation by those traditionally under-represented in the transportation planning process.
4. Involve local, regional and state jurisdictions that own and operate the region's transportation system in the development and review of Metro's transportation plans, programs and projects.
5. Provide adequate public notice of public involvement activities and time for public review and comment at key decision points, including but not limited to approval of transportation plans and improvement programs.
6. Provide information on regional transportation planning and funding activities in a timely manner to interested parties.
7. Provide opportunities for the public to provide input on the proposed transportation plan, project or project. Create a record of public comment received and agency response regarding draft transportation plans and programs at the regional level.
8. Provide updated summaries of public comment at key decision points.
9. Provide additional opportunities for public comment if there are significant differences between the draft and final plans.
10. Ensure that development of local transportation plans and programs are conducted according to Metro guidelines for local public involvement.

11. Periodically review and update the public involvement process to reflect feedback from the public.

The following additional objective applies to Metro review of locally developed plans and programs from which projects are drawn and submitted for regional funding:

12. Ensure that development of local transportation plans and programs was conducted according to Metro guidelines for local public involvement as defined in the *Local public involvement checklist*.

PUBLIC INVOLVEMENT PLAN

A public involvement plan will be developed for each Metro program or project. The public involvement plan will specify the opportunities for public involvement, including the opportunities for participation by the general public (workshops, hearings) and by citizen advisory committees, as appropriate. The plan, program or project public involvement plan should identify the under-served (e.g., minority, low income) population and what strategies will be used to seek out and consider their participation. The structure also should identify and describe key decision points.

Each plan, program or project public involvement structure will be subject to the goals, objectives and guidelines described in this section. The public involvement opportunities described in each public involvement plan should be consistent with the guidelines that follow. The guidelines are more specific for certain types of long-term plans and programs. It is recognized that these activities vary significantly and that there are any number of methods that could be employed to meet the overall intent of providing adequate, accessible public involvement during the planning process.

The public involvement structure may be fully defined at the start of the process, or it may be developed in concept (outline format) initially and then refined as a scoping element of the plan, program or project.

GUIDELINES

The purpose of these guidelines is to ensure that all transportation plans, programs and project development activities requiring Metro action include public involvement prior to action by the Metro Council. These guidelines also will help ensure that the goals and objectives for Metro and local public involvement will be achieved.

How to use these guidelines:

All Metro plans, programs and project development activities are subject to the following guidelines. The guidelines for timeliness of notification are more restrictive for long-term, large-scale (i.e., "major") planning and programming efforts than for the other

activities. These long-term, large-scale activities include major updates to the Regional Transportation Plan and the Metropolitan Transportation Improvement Program. These are the two primary ongoing documents guiding improvements to the regional transportation system.

The regional planning process also involves other large-scale planning efforts, such as major planning studies of transportation needs in particular transportation corridors and subareas of the region. These major planning and programming activities are identified in Metro's Unified Work Program, have long-range significance and generally take more than one year to complete.

Metro's review of its regional transportation plans, programs and project development efforts will conform to the following guidelines:

1. Timeliness of notification

Provide minimum advance notice for public participation in regional transportation planning, programming and project development. Minimum required notice will depend on the type of plan, program or project development effort under review. Generally, notice for key decision points or kickoff for any major project, program or plan should be given to the mailing list, neighborhood associations and other stakeholders and interested parties at least 45 days in advance to allow a full cycle of neighborhood and community group meetings between notice and action. A longer lead time is desirable, if possible.

Notices of project kickoff should include information about how to join the project mailing list and how to participate in problem definition, goals and objectives and alternatives to be studied. If a citizen advisory committee (CAC) is to be used – it is optional for any particular plan or program – the advance notice should indicate that a CAC is being recruited. Notices of key decision points should outline how and when decisions will be made and how comment on decisions can be made. For other projects, advance notice will depend on the scope and schedule of the effort. It is recognized that each project is unique and that a very visible or targeted public information effort can somewhat compensate for a shortened time frame when necessary.

As appropriate, notice may be through an announcement on the Metro web site and transportation hotline, a mailing or a newspaper advertisement.

Two weeks' notice to the project mailing list is required for public involvement opportunities and informational activities, understanding that there may be special circumstances where this is not feasible or desirable. It is recognized that each planning activity is unique and that a very visible or targeted public information effort can somewhat compensate for a shortened time frame when necessary. Where possible, neighborhood associations and other interest groups should be notified 45 calendar days in advance. Examples of public involvement events include:

- public hearings or open houses to review proposed plans or programs
- neighborhood meetings or workshops to discuss proposed plans/scoping documents
- JPACT discussion of proposed work scope for major study/plan
- JPACT/Metro Council non-voting discussion of proposed plans/programs.

2. Notification methods

Notices of public hearings, meetings and other activities should be published in a newspaper of general circulation, such as The Oregonian. For projects that are not regional in scope and do not carry a federal requirement to publish regional notice, notice in community newspapers may be substituted. Other media (e.g., radio, television) should be used as needed. In addition, an up-to-date mailing list should be kept to directly notify affected and interested persons and groups. Each mailing list should include interested reporters and neighborhood group contacts. Examples of affected and interested parties are listed in Appendix C. The Metro web site should include listings of all public meetings and key decision points.

3. Content of notifications

Notifications should be easy to understand and provide adequate information and/or indicate how additional information can be obtained. To the extent possible, notifications of public involvement activities should include the following information:

- What action is being undertaken and an explanation of the process.
- What issues are open for discussion (e.g., regional significance).
- Who is holding the event/meeting and to whom comments will be made.
- How the comments will be used.
- How much time is scheduled for public comment at meetings.
- Who should be interested/concerned and what are the major issues.
- Who may be contacted by telephone, in writing or by other means to offer comments and/or suggestions.
- Future opportunities for comment and involvement.
- The purpose, schedule, location, and time of meetings.
- The location(s) where information is available.
- The comment period for written/oral comments.
- The process that may be available for supplementing or modifying the final plan or program (including identifying the anticipated time period for the next plan/program update).

4. Scheduling of meetings

Meetings and hearings should be scheduled to allow the best opportunity for attendance by the general public and interest groups.

5. Access to meetings

Meetings and hearings should be conducted in a convenient and fully accessible location. Meeting/hearing locations should be accessible by transit.

6. Form of communication

All technical and policy information should be summarized so that it is easily understood and usable by the public. The public also should have full access to technical data and analysis. To the extent possible, knowledgeable persons should be available to answer technical and policy questions at key public meetings and hearings. An opportunity should be provided for the public to initiate ideas as well as respond to plans, programs and project ideas proposed by staff.

7. Form and use of public comment

Comment should be invited from a broad range of sources. As appropriate, public comments will be used to revise work scopes and/or draft transportation plans and programs. Summaries of comments received will be up to date and will be forwarded to advisory committees and policy-makers considering the plans, programs and projects. Parties making comments (oral or written) should identify the organization they represent (if any).

8. Feedback/response to public comment

Comments should be responded to in a timely manner. As appropriate, comments and concerns may be addressed as a group rather than individually. A general summary of public comments and agency responses should be provided to participants in the regional planning process, while maintaining a complete record containing copies or transcripts of all public input for public review. For long term plans, programs and projects, a feedback mechanism should be established to occur regularly and to maintain public interest. Significant oral and written comments on the draft RTP and MTIP will become part of the final plan and MTIP.

9. Evaluation/refinement of public involvement process

The public involvement process should be evaluated for effectiveness at regular intervals, or upon the completion of major planning efforts. Major modifications to Metro's general public involvement process should be published for a 45-day public comment period prior to adoption.

10. Advisory committees

Citizen or policy advisory committees may be formed for transportation projects, but they are not required. If used, they are to comply with Title 2.19 of the Metro Code.

11. Remove barriers to involvement

Metro encourages public involvement and technical staff to use creative outreach methods. It is especially important to develop outreach when Metro goes to people rather than asking community members to come to Metro.

SECTION 4: RELATION OF THIS POLICY TO LOCAL PUBLIC INVOLVEMENT PROCESSES

Before a transportation project initiated by a local government can be included in a Metro plan or program, the sponsoring local jurisdiction must demonstrate that the local transportation plan or program – from which the project was drawn – incorporated adequate public involvement by completing the *Local public involvement checklist* (appendix H). This policy seeks to ensure the integrity of local decisions regarding projects (from local plans and programs) submitted for regional funding or other action. Discussion and review of local projects, for possible inclusion in Metro's plans and programs, will focus on regional issues only. Metro expects that local jurisdictions will resolve local issues during local planning and programming, prior to the time projects are forwarded to Metro.

SECTION 5: COMPLIANCE

Metro will be expected to comply with this policy. However, failure to exactly comply with the procedures contained in this policy shall not, in and of itself, render any decisions or actions invalid. If there is question of whether the policy's goals and objectives have been met by Metro's public involvement efforts, the dispute resolution process described later in this section shall apply. The dispute resolution process shall focus on whether Metro made a reasonable attempt to achieve the intent of the policy.

5. A. How the policy and its procedures will be applied

This policy establishes minimum standards for public involvement opportunities that Metro is expected to follow when producing transportation plans, programs and projects. It is recognized, however, that each planning activity is unique and that there may be special circumstances (e.g., extremely short time frame) where strict adherence to the guidelines may not be possible or desirable. Metro can employ a very visible or targeted public information effort to compensate somewhat in the event of an extremely short time frame for a particular activity.

5. B. Dispute-resolution process

The dispute-resolution process will focus on determining the degree of compliance with the guidelines contained in this policy. The extent to which the agency's actions met the intent of the policy by achieving the goals and objectives of procedures will be considered. If it is determined that Metro has not met the spirit of the guidelines contained in this policy, Metro may be required to conduct additional public involvement activities to ensure there has been adequate public review.

Questions of adequacy of compliance with this policy should first be addressed to Metro's planning director. If the dispute cannot be resolved by the planning director, it will be forwarded to Metro's chief operating officer for consideration. If the dispute cannot be resolved by the chief operating officer, it will be forwarded to the Metro Council.

5. C. Effective date of policy

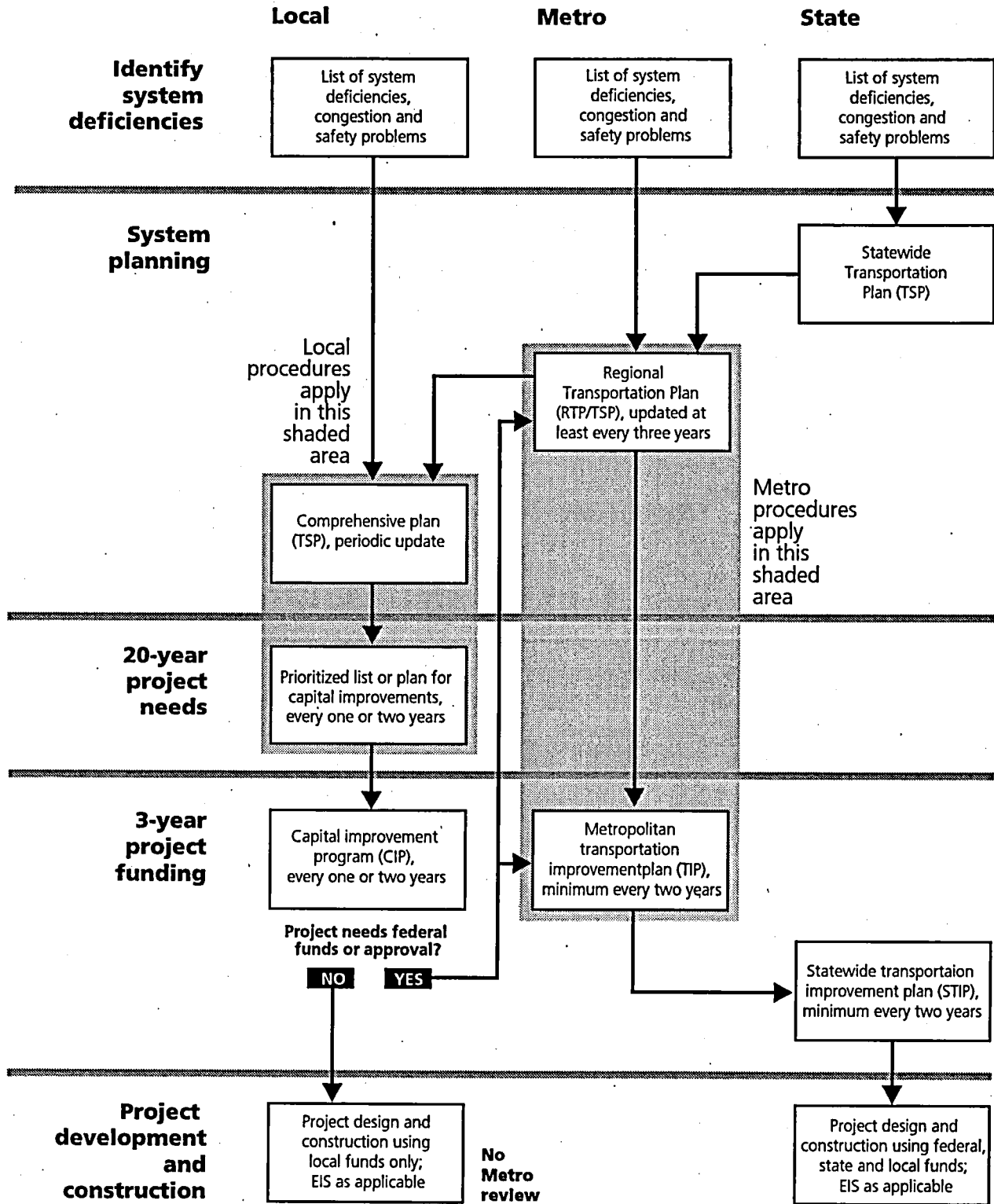
This policy will become effective when it is adopted into the Regional Transportation Plan. From that point forward, conformance with this policy will be required for public involvement activities and adoption decisions pertaining to Metro's transportation plans, programs and project development activities. The following current or upcoming activities will be subject to this policy:

1. Metro transportation plans (e.g., Regional Transportation Plan: 2007 Update)
2. Metro transportation programs (e.g., Fiscal year 2006-09 Metropolitan Transportation Improvement Program)
3. Metro transportation project development activities (e.g., Highway 217 Corridor Study)

5. D. Amendments to policy

Metro will periodically, or at least every three years (consistent with ISTEA), review and evaluate this public involvement policy. Amendments to the policy will require a 45-day public comment period prior to adoption.

Transportation Planning and Programming Process



APPENDIX B

Glossary

Citizen advisory committee (CAC) – Selected for a specific issue, project or process, a group of citizens volunteer are appointed by Metro to represent citizen interests on regional transportation issues.

The Intermodal Surface Transportation Efficiency Act (ISTEA), signed into law on Dec. 18, 1991, provides regions and states with additional funding and more flexibility in making transportation decisions. The act places significant emphasis on broadening public participation in the transportation planning process to include key stakeholders, including the business community, community groups, transit operators, other governmental agencies and those who have been traditionally underserved by the transportation system. Among other things, the act requires the metropolitan area planning process to include additional considerations such as land use, intermodal connectivity, methods to enhance transit service and needs identified through the management systems.

The Joint Policy Advisory Committee on Transportation (JPACT) provides a forum for elected officials from area cities and counties and representatives of agencies involved in transportation to evaluate transportation needs and coordinate transportation decisions for the region and to make recommendations to the Metro Council.

The Metro Committee for Citizen Involvement (MCCI) was established (under a different name) by the Regional Urban Growth Goals and Objectives (RUGGO) in 1991. Committee members represent the entire area within the boundaries of Clackamas, Multnomah and Washington counties and are appointed by the Metro Council. According to its bylaws, the mission of the MCCI is to “advise and recommend actions to the Metro Council on matters pertaining to citizen involvement.”

The **Metro Council** is composed of six members elected from districts throughout the metropolitan region and a council president elected regionwide. The council approves Metro policies, including transportation.

Metropolitan planning organization (MPO) is an organization designated by the Governor to provide a forum for cooperative transportation decision-making for the metropolitan planning area. Metro is the MPO for the Oregon portion of the Portland-Vancouver metropolitan area.

Metropolitan Transportation Improvement Program (MTIP) – A staged, multi-year, intermodal program of transportation projects consistent with the metropolitan transportation plan.

Oregon’s statewide planning goals form the framework for a statewide land-use planning program. The 19 goals cover four broad categories: land use, resource management, economic development and citizen involvement. Locally adopted comprehensive plans must be consistent with the statewide planning goals.

Transportation disadvantaged/persons potentially under-served by the transportation system are identified in the ISTEA metropolitan area planning regulations as those individuals who have difficulty in obtaining transportation because of their age, income, physical or mental disability. This includes, but is not limited to, low-income and minority households. Persons who are unable to own and/or operate a private automobile (e.g., youth, the elderly and the disabled) also may be included in this category.

Regional Transportation Plan (RTP) – The official intermodal transportation plan developed and adopted thorough the metropolitan transportation planning process for the metropolitan planning area.

Metro's Regional Urban Growth Goals and Objectives (RUGGOs), adopted in 1991, produced an urban growth policy framework and represents the starting point for the agency's long-range regional planning program.

Signed into law on June 9, 1998, the **Transportation Equity Act for the 21st Century (TEA-21)** authorizes highway, highway safety, transit and other surface transportation programs for the years 1998 through 2003. TEA-21 builds on the initiatives established in the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), which was the last major authorizing legislation for surface transportation.

The Transportation Planning Rule was adopted in 1991 to implement Statewide Planning Goal 12 (Transportation). The rule requires the state's metropolitan areas to reduce reliance on the automobile by developing transportation system plans that improve opportunities for walking, biking and use of transit, demonstrate reductions in vehicles miles of travel per capita and in parking spaces per capita.

The Transportation Policy Alternatives Committee (TPAC) provides technical input to the JPACT policy-makers. TPAC's membership includes technical staff from the same governments and agencies as JPACT, plus representatives of the Federal Highway Administration and the Southwest Washington Regional Transportation Council. There are also six citizen representatives appointed by the Metro Council.

APPENDIX C

Interested and Affected Parties (examples)

The mailing list of interested and affected parties for any plan, program or project study may include but is not limited to the following. Notification lists should be appropriate to the project, its scope, timeline and budget.

Elected officials

Neighborhood associations

Property owners

Business groups

Users of the facility or corridor

Persons who have previously expressed interest in similar projects or related studies

Persons potentially under-served by the transportation system

APPENDIX D

Notification methods/strategies (examples)

Methods of notifying the public of opportunities for involvement may include but are not limited to:

- News bulletins
- Newsletters
- Public notices
- Distribution of flyers
- Public service announcements
- Electronic bulletin board
- Billboards
- Posters
- News stories
- Advertisements
- Mailings to interested/affected party's list

APPENDIX E

Opportunities for public involvement (examples)

Following are examples and ideas for strategies to provide for public involvement in transportation planning. Many of these ideas and descriptions are taken from "Innovations in Public Involvement for Transportation Planning," distributed jointly by the Federal Highway Administration and the Federal Transit Administration (January 1994). A copy of this document can be obtained from Metro.

This list is meant to provide ideas for consideration. Metro does not intend to prescribe specific strategies for use for any particular project. Jurisdictions are free to choose one or more of the following or to use any other appropriate strategies for their public involvement activities.

Brainstorming is a simple technique used in a meeting where participants come together in a freethinking forum to generate ideas. Used properly – either alone or in conjunction with other techniques – brainstorming can be a highly effective method of moving participants out of conflict and toward consensus.

A **charrette** is a meeting to resolve a problem or issue. Within a specified time limit, participants work together intensely to reach a resolution.

Citizen surveys assess widespread public opinion. A survey is administered to a sample group of citizens via a written questionnaire or through interviews in person, by phone, or by electronic media. The limited sample of citizens is considered representative of a larger group. Surveys can be formal (scientifically assembled and administered) or informal.

A **citizens' advisory committee** is a representative group of stakeholders that meets regularly to discuss issues of common concern. While citizens' advisory committees have been used for many years and the technique itself is not innovative, it can be used very creatively.

A **collaborative task force** is assigned a specific task with a time limit to come to a conclusion and resolve a difficult issue, subject to ratification by official decision-makers. It can be used on a project level or for resolving issues within a project. Its discussion can help agencies understand participants' qualitative values and reactions to proposals. It can aid in development of policies, programs, and services and in allocation of resources.

Focus groups are a tool used to gauge public opinion. Borrowed from the marketing and advertising industry, they define transportation as a product with the public as customers. Focus groups are a way to identify customer concerns, needs, wants, and expectations. They can inform sponsors of the attitudes and values that customers hold and why. Each focus group involves a meeting of a carefully selected group of individuals convened to discuss and give opinions on a single topic.

Media strategies inform the public about projects and programs through newspapers, radio, television and videos, billboards, posters and displays, mass mailings of brochures or newsletters, and distribution of flyers. Better information enhances public understanding of a project or program and is the basis of meaningful public involvement efforts.

A **period for written and oral comments** provides an opportunity for in-depth and more lengthy consideration and response by the public to draft recommendations. A comment period allows interested parties an opportunity to present their opinion on a particular project without the need for attending meetings or hearings.

Public meetings and hearings provide opportunities for information exchange. Public meetings present information to the public in any number of ways and obtain informal input from citizens. Held throughout the planning process, they can be tailored to specific issues or citizen groups and can be informal or formal. Public hearings are more formal events than public meetings and generally focus on a specific proposal or action. Held prior to a decision point, a public hearing gathers citizen comments and positions from all interested parties for public record and input into decisions. Facilitators can be used to effectively guide the discussions at meetings.

Telephone techniques make use of the telephone for two-way communication with the public. The telephone can be used to obtain information and to give opinions. Its use has entered a new era of potential applications to community participation, going beyond question-and-answer techniques toward the evolving new multi-media connections with television and computers.

A **transportation fair** is an event used to interest citizens in transportation and in specific projects or programs. It is typically a one-day event, heavily promoted to encourage people to attend. Attractions such as futuristic vehicles can be used to bring people to the fair, and noted personalities can also draw participants.

Video techniques use recorded visual and oral messages to present information to the public, primarily via videotapes or laser disks. Video information can be presented at meetings or hearings. Many households own a videotape player, which provides an additional opportunity for information dissemination.

Visioning leads to a goals statement. Typically it consists of a series of meetings focused on long-range issues. Visioning results in a long-range plan. With a 20- or 30-year horizon, visioning also sets a strategy for achieving the goals.

APPENDIX F

Public Involvement Provisions excerpted from the Metropolitan Area Planning regulations (23 CFR Part 450 Sub-part C)

§450.316 Metropolitan transportation planning process: Elements.

(1) Include a proactive public involvement process that provides complete information, timely public notice, full public access to key decisions, and supports early and continuing involvement of the public in developing plans and TIPs and meets the requirements and criteria specified as follows:

- (i) Require a minimum public comment period of 45 days before the public involvement process is initially adopted or revised;
- (ii) Provide timely information about transportation issues and processes to citizens, affected public agencies, representatives of transportation agency employees, private providers of transportation, other interested parties and segments of the community affected by transportation plans, programs and projects (including but not limited to central city and other local jurisdiction concerns);
- (iii) Provide reasonable public access to technical and policy information used in the development of plans and TIPs and open public meetings where matters related to the Federal-aid highway and transit programs are being considered;
- (iv) Require adequate public notice of public involvement activities and time for public review and comment at key decision points, including, but not limited to, approval of plans and TIPs (in nonattainment areas, classified as serious and above, the comment period shall be at least 30 days for the plan, TIP and major amendment(s));
- (v) Demonstrate explicit consideration and response to public input received during the planning and program development processes;
- (vi) Seek out and consider the needs of those traditionally underserved by existing transportation systems, including but not limited to low-income and minority households;
- (vii) When significant written and oral comments are received on the draft transportation plan or TIP (including the financial plan) as a result of the public involvement process or the interagency consultation process required under the U.S. EPA's conformity regulations, a summary, analysis, and report on the disposition of comments shall be made part of the final plan and TIP;
- (viii) If the final transportation plan or TIP differs significantly from the one which was made available for public comment by the MPO and raises new material issues which interested parties could not reasonably have foreseen from the public involvement efforts, an additional opportunity for public comment on the revised plan or TIP shall be made available;
- (ix) Public involvement processes shall be periodically reviewed by the MPO in terms of their effectiveness in assuring that the process provides full and open access to all;

(x) These procedures will be reviewed by the FHWA and the FTA during certification reviews for TMAs, and as otherwise necessary for all MPOs, to assure that full and open access is provided to MPO decision-making processes;

(xi) Metropolitan public involvement processes shall be coordinated with statewide public involvement processes wherever possible to enhance public consideration of the issues, plans, and programs and reduce redundancies and costs;

SECTION 450.322 (c): Metropolitan Transportation Plan

There must be adequate opportunity for public official (including elected officials) and citizen involvement in the development of the transportation plan before it is approved by the MPO, in accordance with the requirements of 450.316(b)(1). Such procedures shall include opportunities for interested parties (including citizens, affected public agencies, representatives of transportation agency employees, and private providers of transportation) to be involved in the early stages of the plan development/update process. The procedures shall include publication of the proposed plan or other methods to make it readily available for public review and comment and, in nonattainment [transportation management areas], an opportunity for at least one formal public meeting annually to review planning assumptions and the plan development process with interested parties and the general public. The procedures also shall include publication of the approved plan or other methods to make it readily available for information purposes.

SECTION 450.324 (c): Metropolitan Transportation Improvement Program (TIP)

There must be reasonable opportunity for public comment in accordance with the requirements of 450.316(b)(1) and, in nonattainment [transportation management areas], an opportunity for at least one formal public meeting during the TIP development process. This public meeting may be combined with the public meeting required under 450.322(c). The proposed TIP shall be published or otherwise make readily available for review and comment. Similarly, the approved TIP shall be published or otherwise made readily available for information purposes.

SECTION 450.326: TIP: Modification

Public involvement procedures consistent with 450.316(b)(1) shall be used in amending the TIP, except that these procedures are not required for TIP amendments that only involve projects of the type covered in 450.324(i).

APPENDIX G: DEVELOPMENT OF POLICY

This draft public involvement policy was developed by the Metro Committee for Citizen Involvement and the Transportation Policy Alternatives Committee. This policy incorporates input from public involvement and planning professionals and citizens in the region. Following a 45-day public review and comment period, the policy will be revised as appropriate and submitted to the Metro Council for adoption into the Regional Transportation Plan.

MCCI was established by the Regional Urban Growth Goals and Objectives process and re-affirmed by the 1992 Metro home-rule charter and is assisting the Metro Council in developing and reviewing public involvement procedures for all Metro activities, including planning.

TPAC includes staff from the region's governments and transportation agencies and has six citizen members. This committee provides technical advice on regional transportation issues to Metro's policy-makers. Metro staff also are assisting in development of the procedures and guidelines.

Adoption of the public involvement procedures will occur through review and action by Metro's policy-makers, including the Joint Policy Advisory Committee on Transportation and the Metro Council. JPACT provides a forum for elected officials and representatives of agencies involved in transportation to evaluate needs in the region and to make recommendations to the Metro Council. The Metro Council is composed of six members elected from districts throughout the metropolitan region and a council president elected region-wide. The council approves Metro policies, including transportation.

The draft public involvement procedures will be published for a 45-day public comment period. JPACT and the Metro Council will consider public comment in their review.

APPENDIX H: LOCAL PUBLIC INVOLVEMENT CHECKLIST

Local jurisdictions/project sponsors must complete this checklist for local transportation plans and programs from which projects are drawn which are submitted to Metro for regional funding or other action. Section 3.D of Metro's local public involvement policy for transportation describes the certification process, including completion of this checklist. See Section 3.D for information about the other certification steps.

If projects are from the same local transportation plan and/or program, only one checklist need be submitted for those projects. For projects not in the local plan and/or program, the local jurisdiction should complete a checklist for each project.

The procedures for local public involvement (Section 3) and this checklist are intended to ensure that the local planning and programming process has provided adequate opportunity for public involvement prior to action by Metro. To aid in its review of local plans, programs and projects, Metro is requesting information on applicable local public involvement activities. Project sponsors should keep information (such as that identified in italics) on their public involvement program on file in case of a dispute.

A. Checklist

- 1. At the beginning of the transportation plan or program, a public involvement program was developed and applied that met the breadth and scope of the plan/program. Public participation was broad-based, with early and continuing opportunities throughout the plan/program's lifetime.

Keep copy of applicable public involvement plan and/or procedures.

- 2. Appropriate interested and affected groups were identified and the list was updated as needed.

Maintain list of interested and affected parties.

- 3. Announced the initiation of the plan/program and solicited initial input. If the plan/program's schedule allowed, neighborhood associations, citizen planning organizations and other interest groups were notified 45 calendar days prior to (1) the public meeting or other activity used to kick off public involvement for the plan/program; and (2) the initial decision on the scope and alternatives to be studied.

Keep descriptions of initial opportunities to involve the public and to announce the project's initiation. Keep descriptions of the tools or strategies used to attract interest and obtain initial input.

- 4. Provided reasonable notification of key decision points and opportunities for public involvement in the planning and programming process. Neighborhood associations, citizen planning organizations and other interest groups were notified as early as possible.

Keep examples of how the public was notified of key decision points and public involvement opportunities, including notices and dated examples. For announcements sent by mail, document number of persons/groups on mailing list.

- 5. Provided a forum for timely, accessible input throughout the lifetime of the plan/program.

Keep descriptions of opportunities for ongoing public involvement in the plan/program, including citizen advisory committees. For key public meetings, this includes the date, location and attendance.

- 6. Provided opportunity for input in reviewing screening and prioritization criteria.

Keep descriptions of opportunities for public involvement in reviewing screening and prioritization criteria. For key public meetings, this includes the date, location and attendance. For surveys, this includes the number received.

- 7. Provided opportunity for review/comment on staff recommendations.

Keep descriptions of opportunities for public review of staff recommendations. For key public meetings, this includes the date, location and attendance. For surveys, this includes the number received.

- 8. Considered and responded to public comments and questions. As appropriate, the draft documents and/or recommendations were revised based on public input.

Keep record of comments received and response provided.

- 9. Provided adequate notification of final adoption of the plan or program. If the plan or program's schedule allows, the local jurisdiction should notify neighborhood associations, citizen participation organizations and other interest groups 45 calendar days prior to the adoption date. A follow-up notice should be distributed prior to the event to provide more detailed information.

Keep descriptions of the notifications, including dated examples. For announcements sent by mail, keep descriptions and include number of persons/groups on mailing list.

B. Certification Statement

(project sponsor)

certifies adherence to the local public involvement procedures developed to enhance public participation.

(signed)

(date)

C. Summary of Local Public Involvement Process

Please attach a summary (maximum 2 pages) of the key elements of the public involvement process for this plan, program or group of projects.

APPENDIX I: OREGON'S STATEWIDE PLANNING GOALS AND GUIDELINES

GOAL 1: CITIZEN INVOLVEMENT

OAR 660-015-0000(1)

To develop a citizen involvement program that insures the opportunity for citizens to be involved in all phases of the planning process. The governing body charged with preparing and adopting a comprehensive plan shall adopt and publicize a program for citizen involvement that clearly defines the procedures by which the general public will be involved in the on-going land-use planning process.

The citizen involvement program shall be appropriate to the scale of the planning effort. The program shall provide for continuity of citizen participation and of information that enables citizens to identify and comprehend the issues.

Federal, state and regional agencies, and special-purpose districts shall coordinate their planning efforts with the affected governing bodies and make use of existing local citizen involvement programs established by counties and cities.

The citizen involvement program shall incorporate the following components:

1. Citizen Involvement – To provide for widespread citizen involvement.

The citizen involvement program shall involve a cross-section of affected citizens in all phases of the planning process. As a component, the program for citizen involvement shall include an officially recognized committee for citizen involvement (CCI) broadly representative of geographic areas and interests related to land use and land-use decisions. Committee members shall be selected by an open, well-publicized public process.

The committee for citizen involvement shall be responsible for assisting the governing body with the development of a program that promotes and enhances citizen involvement in land-use planning, assisting in the implementation of the citizen involvement program, and evaluating the process being used for citizen involvement.

If the governing body wishes to assume the responsibility for development as well as adoption and implementation of the citizen involvement program or to assign such responsibilities to a planning commission, a letter shall be submitted to the Land Conservation and Development Commission for the state Citizen Involvement Advisory Committee's review and recommendation stating the rationale for selecting this option, as well as indicating the mechanism to be used for an evaluation of the citizen involvement program. If the planning commission is to be used in lieu of an independent CCI, its members shall be selected by an open, well-publicized public process.

2. Communication – To assure effective two-way communication with citizens.

Mechanisms shall be established which provide for effective communication between citizens and elected and appointed officials.

3. Citizen Influence – To provide the opportunity for citizens to be involved in all phases of the planning process.

Citizens shall have the opportunity to be involved in the phases of the planning process as set forth and defined in the goals and guidelines for Land Use Planning, including Preparation of Plans and Implementation Measures, Plan Content, Plan Adoption, Minor Changes and Major Revisions in the Plan, and Implementation Measures.

4. Technical Information – To assure that technical information is available in an understandable form.

Information necessary to reach policy decisions shall be available in a simplified, understandable form. Assistance shall be provided to interpret and effectively use technical

information. A copy of all technical information shall be available at a local public library or other location open to the public.

5. Feedback Mechanisms – To assure that citizens will receive a response from policy-makers.

Recommendations resulting from the citizen involvement program shall be retained and made available for public assessment. Citizens who have participated in this program shall receive

a response from policy-makers. The rationale used to reach land-use policy decisions shall be available in the form of a written record.

6. Financial Support – To insure funding for the citizen involvement program.

Adequate human, financial, and informational resources shall be allocated for the citizen involvement program. These allocations shall be an integral component of the planning budget. The governing body shall be responsible for obtaining and providing these resources.

A. Citizen involvement

1. A program for stimulating citizen involvement should be developed using a range of available media (including television, radio, newspapers, mailings and meetings).

2. Universities, colleges, community colleges, secondary and primary educational institutions and other agencies and institutions with interests in land-use planning should provide information on land-use education to citizens, as well as develop and offer courses in land-use education which provide for a diversity of educational backgrounds in land-use planning.

3. In the selection of members for the committee for citizen involvement, the following selection process should be observed: citizens should receive notice they can understand of the opportunity to serve on the CCI; committee appointees should receive official notification of their selection; and committee appointments should be well publicized.

B. Communication

Newsletters, mailings, posters, mail-back questionnaires, and other available media should be used in the citizen involvement program.

C. Citizen influence

1. *Data Collection* – The general public through the local citizen involvement programs should have the opportunity to be involved in inventorying, recording, mapping, describing, analyzing and evaluating the elements necessary for the development of the plans.

2. *Plan Preparation* – The general public, through the local citizen involvement programs, should have the opportunity to participate in developing a body of sound information to identify public goals, develop policy guidelines, and evaluate alternative land conservation and development plans for the preparation of the comprehensive land-use plans.

3. *Adoption Process* – The general public, through the local citizen involvement programs, should have the opportunity to review and recommend changes to the proposed comprehensive land-use plans prior to the public hearing process to adopt comprehensive land-use plans.

4. *Implementation* – The general public, through the local citizen involvement programs, should have the opportunity to participate in the development, adoption, and application of legislation that is needed to carry out a comprehensive land-use plan.

The general public, through the local citizen involvement programs, should have the opportunity to review each proposal and application for a land conservation and development action prior to the formal consideration of such proposal and application.

5. *Evaluation* – The general public, through the local citizen involvement programs, should have the opportunity to be involved in the evaluation of the comprehensive land use plans.

6. *Revision* – The general public, through the local citizen involvement programs, should have the opportunity to review and make recommendations on proposed changes in comprehensive land-use plans prior to the public hearing process to formally consider the proposed changes.

D. Technical information

1. Agencies that either evaluate or implement public projects or programs (such as, but not limited to, road, sewer, and water construction, transportation, subdivision studies, and zone changes) should provide assistance to the citizen involvement program. The roles, responsibilities and timeline in the planning process of these agencies should be clearly defined and publicized.
2. Technical information should include, but not be limited to, energy, natural environment, political, legal, economic and social data, and places of cultural significance, as well as those maps and photos necessary for effective planning.

E. Feedback mechanism

1. At the onset of the citizen involvement program, the governing body should clearly state the mechanism through which the citizens will receive a response from the policy-makers.
2. A process for quantifying and synthesizing citizens' attitudes should be developed and reported to the general public.

F. Financial support

1. The level of funding and human resources allocated to the citizen involvement program should be sufficient to make citizen involvement an integral part of the planning process.

Metro
People places • open spaces

Clean air and clean water do not stop at city limits or county lines. Neither does the need for jobs, a thriving economy and good transportation choices for people and businesses in our region. Voters have asked Metro to help with the challenges that cross those lines and affect the 24 cities and three counties in the Portland metropolitan area.

A regional approach simply makes sense when it comes to protecting open space, caring for parks, planning for the best use of land, managing garbage disposal and increasing recycling. Metro oversees world-class facilities such as the Oregon Zoo, which contributes to conservation and education, and the Oregon Convention Center, which benefits the region's economy.

Your Metro representatives

Metro Council President – David Bragdon

Metro Councilors – Rod Park, District 1; Brian Newman, deputy council president, District 2; Carl Hosticka, District 3; Susan McLain, District 4; Rex Burkholder, District 5; Rod Monroe, District 6.

Auditor – Alexis Dow, CPA

Metro's web site

www.metro-region.org

RSWMP Update Project

**Proposed Guidelines for Narrowing Issues List
For Phase 2 Regional Discussions**

1. Is the issue relevant to a decision or action that should occur within the next 5 to 10 years?
2. Was the issue identified by a significant number of stakeholder groups?
3. Does the issue relate to policies, strategies or guidance in the current RSWMP?

042004c-08

Solid Waste System Service Users Focus Group

April 12, 2004

Focus group participants list

- | | | |
|-----------------------|---|-------------|
| 1. Tammy Leibrarth | Restaurant chef, composter, food donator | Hillsboro |
| 2. Ric Chisholm | Manager, Hillsboro Airport Flight Control Tower, Tualatin Riverkeepers board member | Hillsboro |
| 3. Sid Snyder | West Slope Neighborhood Assn. member, software designer | Beaverton |
| 4. Virginia Bruce | Rock Creek Watershed Council, Cedar Mill Business Association, Friends of Rock Creek | NW Portland |
| 5. Jean Estey-Hoops | N. Portland activist, St. Johns landfill and Cathedral Park connections | N Portland |
| 6. Ed Maresh Sr. | Used a Metro hazardous waste facility, retired | N Portland |
| 7. John Walker | Americorp member, Native American, working with Hispanic outreach in E. Mult. County | NE Portland |
| 8. Alli Barra | Portland Public Schools natural resource conservation consultant | SE Portland |
| 9. Bill Thomsen | Small hauling company, uses many facilities for recycling and trash | SE Portland |
| 10. Linda Brandon | Called Metro Recycling Information, took a natural gardening class | SE Portland |
| 11. Joanne Serna | Inverness Neighborhood Association chair | Gresham |
| 12. Lois Kiefer | Park Place Neighborhood Association chair, Oregon City Enhancement Committee | Oregon City |
| 13. Pimen Simanovicki | Deck and remodeling company owner, uses various regional recycling and waste facilities | Molalla |

Councilor Values for the Solid Waste System
As Reflected in Current RSWMP

- 1) Protect the public investment in the solid waste system

Objective 16.2: There will be sufficient revenues to fund the costs of the solid waste system.

- 2) "Pay to Play"

Ensure that participants and users of the system pay appropriate fees and taxes.

Objective 16.1: Charges to users of Metro-owned disposal facilities will be reasonably related to disposal services received. Charges to residents of the Metro service district who may not be direct users of the disposal system should be related to other benefits received.

- 3) Environmental sustainability

Ensure the system performs in a sustainable manner.

Plan Vision: . . . In order to build a sustainable future together, we recognize the link between integrated waste management and the conservation of resources . . .

Goal 1 -- The Environment: Solid waste management practices that are environmentally sound, conserve natural resources, and achieve the maximum feasible reduction of solid waste being landfilled are implemented by the region.

- 4) Preserve public access to the disposal options (location and hours)

Goal 11: Accessibility. There is reasonable access to solid waste transfer and disposal services for all residents and businesses of the region.

- 5) Ensure regional equity (equitable distribution of disposal options)

Objective 11.1: Extend and enhance the accessibility of the infrastructure already in place for the management of the waste stream . . .

- 6) Maintain funding source for Metro general government

- 7) Ensure reasonable/affordable rates

System Financing Findings: Reasonable. Fees should not place an undue economic burden on the generator who pays the fees.