

Metro Policy Advisory Committee (MPAC) agenda

Wednesday, May 23, 2018 5:00 P	PM Metro Regional Center, Council chamber
--------------------------------	---

REVISED 5/22

- 1. Call to Order, Declaration of a Quorum & Introductions (5:00 PM)
- 2. Public Communication on Agenda Items (5:00 PM)
- 3. Council Update (5:05 PM)
- 4. MPAC Member Communication (5:10 PM)
- 5. Consent Agenda (5:15 PM)

5.1 Consideration of April 25, 2018 Minutes <u>18-5013</u>

Attachments: April 25, 2018 Minutes

5.2 Consideration of May 9, 2018 Minutes <u>18-5020</u>

Attachments: May 9, 2018 Minutes

6. Action Items

6.1 MPAC 2nd Vice Chair Appointment COM 18-014

Presenter(s): MPAC Nominating Committee
Attachments: Memo: MPAC 2nd Vice Chair

7. Information/Discussion Items

7.1 Build Small Coalition ADU Jurisdictional Code Audit Update COM

(5:15 PM) <u>18-0136</u>

Presenter(s): Frankie Lewington, Metro

Elizabeth Decker, JET Planning

Attachments: MPAC Worksheet

7.2 Regional Investment Strategy Update (5:25 PM) <u>COM</u>

18-0137

Presenter(s): Elissa Gertler, Metro

Andy Shaw, Metro

Attachments: MPAC Worksheet

7.3 Update on 2018 Regional Transportation Plan Policy and

<u>COM</u>

18-0138

Implementation Chapters (6:20 PM)

Presenter(s): Kim Ellis, Metro
Attachments: MPAC Worksheet

Draft Table of Contents

Draft RTP Goals and Objectives

Draft RTP Policies

8. Adjourn (7:00 PM)

Upcoming MPAC Meetings:

- June 13, 2018
- June 27, 2018
- July 11, 2018

Metro respects civil rights

Metro fully complies with Title VI of the Civil Rights Act of 1964 and related statutes that ban discrimination. If any person believes they have been discriminated against regarding the receipt of benefits or services because of race, color, national origin, sex, age or disability, they have the right to file a complaint with Metro. For information on Metro's civil rights program, or to obtain a discrimination complaint form, visit www.oregonmetro.gov/civilrights or call 503-797-1536. Metro provides services or accommodations upon request to persons with disabilities and people who need an interpreter at public meetings. If you need a sign language interpreter, communication aid or language assistance, call 503-797-1700 or TDD/TTY 503-797-1804 (8 a.m. to 5 p.m. weekdays) 5 business days before the meeting. All Metro meetings are wheelchair accessible. For up-to-date public transportation information, visit TriMet's website at www.trimet.org.

Thông báo về sư Metro không kỳ thị của

Metro tôn trọng dân quyền. Muốn biết thêm thông tin về chương trình dân quyền của Metro, hoặc muốn lấy đơn khiểu nại về sự kỳ thị, xin xem trong www.oregonmetro.gov/civilrights. Nếu quý vị cần thông dịch viên ra dấu bằng tay, trợ giúp về tiếp xúc hay ngôn ngữ, xin gọi số 503-797-1700 (từ 8 giờ sáng đến 5 giờ chiều vào những ngày thường) trước buổi họp 5 ngày làm việc.

Повідомлення Metro про заборону дискримінації

Меtro з повагою ставиться до громадянських прав. Для отримання інформації про програму Metro із захисту громадянських прав або форми скарги про дискримінацію відвідайте сайт www.oregonmetro.gov/civilrights. або Якщо вам потрібен перекладач на зборах, для задоволення вашого запиту зателефонуйте за номером 503-797-1700 з 8.00 до 17.00 у робочі дні за п'ять робочих днів до зборів.

Metro 的不歧視公告

尊重民權。欲瞭解Metro民權計畫的詳情,或獲取歧視投訴表,請瀏覽網站 www.oregonmetro.gov/civilrights。如果您需要口譯方可參加公共會議,請在會 議召開前5個營業日撥打503-797-

1700(工作日上午8點至下午5點),以便我們滿足您的要求。

Ogeysiiska takooris la'aanta ee Metro

Metro waxay ixtiraamtaa xuquuqda madaniga. Si aad u heshid macluumaad ku saabsan barnaamijka xuquuqda madaniga ee Metro, ama aad u heshid warqadda ka cabashada takoorista, booqo www.oregonmetro.gov/civilrights. Haddii aad u baahan tahay turjubaan si aad uga qaybqaadatid kullan dadweyne, wac 503-797-1700 (8 gallinka hore illaa 5 gallinka dambe maalmaha shaqada) shan maalmo shaqo ka hor kullanka si loo tixgaliyo codsashadaada.

Metro의 차별 금지 관련 통지서

Metro의 시민권 프로그램에 대한 정보 또는 차별 항의서 양식을 얻으려면, 또는 차별에 대한 불만을 신고 할 수www.oregonmetro.gov/civilrights. 당신의 언어 지원이 필요한 경우, 회의에 앞서 5 영업일 (오후 5시 주중에 오전 8시) 503-797-1700를 호출합니다.

Metroの差別禁止通知

Metroでは公民権を尊重しています。Metroの公民権プログラムに関する情報について、または差別苦情フォームを入手するには、www.oregonmetro.gov/civilrights。までお電話ください公開会議で言語通訳を必要とされる方は、Metroがご要請に対応できるよう、公開会議の5営業日前までに503-797-1700(平日午前8時~午後5時)までお電話ください。

សេចក្តីជូនដំណីដអំពីការមិនរើសអើងរបស់ Metro

ការកោរពសិទ្ធិពលរដ្ឋរបស់ ។ សំរាប់ព័ត៌មានអំពីកម្មវិធីសិទ្ធិពលរដ្ឋរបស់ Metro
ឬដើម្បីទទួលពាក្យបណ្ដឹងរើសអើងសូមចូលទស្សនាគេហទំព័រ
www.oregonmetro.gov/civilrights។
បើលោកអ្នកគ្រូវការអ្នកបកប្រែកាសានៅពេលអង្គ
ប្រជុំសាធារណៈ សូមទូរស័ព្ទមកលេខ 503-797-1700 (ម៉ោង 8 ព្រឹកដល់ម៉ោង 5 ល្ងាច
ថ្ងៃធ្វើការ) ប្រាំពីថ្ងៃ

ថ្ងៃធ្វើការ មុនថ្ងៃប្រជុំដើម្បីអាចឲ្យគេសម្រូលតាមសំណើរបស់លោកអ្នក ។

إشعار بعدم التمييز من Metro

تحترم Metro الحقوق المدنية. للمزيد من المعلومات حول برنامج Metro الحقوق المدنية أو لإيداع شكوى ضد التمييز، يُرجى زيارة الموقع الإلكتروني <u>www.oregonmetro.gov/civilrights</u>. إن كنت بحاجة إلى مساعدة في اللغة، يجب عليك الاتصال مقدماً برقم الهاتف 797-1700 (من الساعة 8 صباحاً حتى الساعة 5 مساءاً، أيام الاثنين إلى الجمعة) قبل خمسة (5) أيام عمل من موحد الاجتماع.

Paunawa ng Metro sa kawalan ng diskriminasyon

Iginagalang ng Metro ang mga karapatang sibil. Para sa impormasyon tungkol sa programa ng Metro sa mga karapatang sibil, o upang makakuha ng porma ng reklamo sa diskriminasyon, bisitahin ang www.oregonmetro.gov/civilrights. Kung kailangan ninyo ng interpreter ng wika sa isang pampublikong pulong, tumawag sa 503-797-1700 (8 a.m. hanggang 5 p.m. Lunes hanggang Biyernes) lima araw ng trabaho bago ang pulong upang mapagbigyan ang inyong kahilingan.

Notificación de no discriminación de Metro

Metro respeta los derechos civiles. Para obtener información sobre el programa de derechos civiles de Metro o para obtener un formulario de reclamo por discriminación, ingrese a www.oregonmetro.gov/civilrights. Si necesita asistencia con el idioma, llame al 503-797-1700 (de 8:00 a. m. a 5:00 p. m. los días de semana) 5 días laborales antes de la asamblea.

Уведомление о недопущении дискриминации от Metro

Metro уважает гражданские права. Узнать о программе Metro по соблюдению гражданских прав и получить форму жалобы о дискриминации можно на вебсайте www.oregonmetro.gov/civilrights. Если вам нужен переводчик на общественном собрании, оставьте свой запрос, позвонив по номеру 503-797-1700 в рабочие дни с 8:00 до 17:00 и за пять рабочих дней до даты собрания.

Avizul Metro privind nediscriminarea

Metro respectă drepturile civile. Pentru informații cu privire la programul Metro pentru drepturi civile sau pentru a obține un formular de reclamație împotriva discriminării, vizitați www.oregonmetro.gov/civilrights. Dacă aveți nevoie de un interpret de limbă la o ședință publică, sunați la 503-797-1700 (între orele 8 și 5, în timpul zilelor lucrătoare) cu cinci zile lucrătoare înainte de ședință, pentru a putea să vă răspunde în mod favorabil la cerere.

Metro txoj kev ntxub ntxaug daim ntawv ceeb toom

Metro tributes cai. Rau cov lus qhia txog Metro txoj cai kev pab, los yog kom sau ib daim ntawv tsis txaus siab, mus saib www.oregonmetro.gov/civilrights. Yog hais tias koj xav tau lus kev pab, hu rau 503-797-1700 (8 teev sawv ntxov txog 5 teev tsaus ntuj weekdays) 5 hnub ua hauj lwm ua ntej ntawm lub rooj sib tham.

February 2017



2018 MPAC Work Program

as of 5/17/2018

Items in italics are tentative

Wednesday, May 23, 2018	Wednesday, June 13, 2018		
 Metro ADU Jurisdictional Code Audit Results – Information/Discussion (Frankie Lewington, Metro/Elizabeth Decker, JET Planning; 10 min) Regional Investment Strategy Update – Information/Discussion (TBD; 55 min) Draft RTP (Focus on Policies and Implementation) – Information/Discussion (Ellis; 40 min) 	 City Proposals for UGB Expansions (Hillsboro/King City) – Information/Discussion (Representatives from 2-3 Cities; 90 min) 		
Wednesday, June 27, 2018	Wednesday, July 11, 2018		
 City Proposals for UGB Expansions (Wilsonville/Beaverton) – Information/Discussion (Representatives from 2-3 Cities; 90 min) Report on RTP Performance (Round Two) – Information/Discussion (Ellis; 20 min) Wednesday, July 25, 2018	 Overview of Draft 2018 Urban Growth Report – Information/Discussion (Ted Reid, Metro; 45 min) Hold for Tonnage Allocations (Molly Vogt, Metro; 45 min) Wednesday, August 8, 2018 – cancelled 		
Merits of City Proposals for UGB Expansions – Information/Discussion (TBD; 60 min)			
Wednesday, August 22, 2018 – cancelled	Wednesday, September 12, 2018		
	 Metro Chief Operating Officer Recommendation on 2018 Urban Growth Management Decision – Information/Discussion (Martha Bennett, Metro; 60 min) MPAC Recommendation to Metro Council on Urban Growth Management Decision – Recommendation to the Metro Council (Ted Reid, Metro; 30 min) 		

Wednesday, September 26, 2018	Wednesday, October 10, 2018
 Introduce and Discuss MTAC Recommendation on 2018 RTP and Strategies for Freight, Transit, and Safety (Ellis; 90 min) 	 Southwest Corridor Equitable Development Strategy (Brian Harper; 30 min) MPAC Recommendation to Metro Council on Adoption of 2018 RTP and Strategies for Freight, Transit, and Safety (Ellis; 60 min)
September 27-29: League of Oregon Cities Annual Conference, Eugene, OR	
Wednesday, October 24, 2018	Wednesday, November 14, 2018
	November 13-15: Association of Oregon Counties Annual Conference, Eugene, OR
Wednesday, November 28, 2018	Wednesday, December 12, 2018
	MPAC Year in Review (TBD; 10 min)
Wednesday, December 26, 2018 – cancelled	
	1



METRO POLICY ADVISORY COMMITTEE (MPAC)

Meeting Minutes April 25, 2018

Metro Regional Center, Council Chamber

MEMBERS PRESENTAFFILIATIONEmerald BoguePort of PortlandSteve CallawayCity of Hillsboro,Sam ChaseMetro Council

Denny Doyle (*Chair*) City of Beaverton, Second Largest City in Washington County

Amanda Fritz City of Portland

Mark Gamba City of Milwaukie, Other Cities in Clackamas County

Linda Glover City of Vancouver

Ed Gronke Citizen of Clackamas County

Jeff Gudman City of Lake Oswego, Largest City in Clackamas County

Kathryn Harrington Metro Council

Gordon Hovies Tualatin Fire and Rescue, Special Districts in Washington County
Nathan Phelan Peninsula Drainage District #1, Special Districts in Multnomah County

Craig Prosser TriMet

Martha Schrader Clackamas County

Don Trotter Clackamas County Fire District #1, Special Districts in Clackamas County Mark Watson Hillsboro School District Board of Directors, Governing Body of a School

District

<u>ALTERNATES PRESENT</u> <u>AFFILIATION</u>

Gretchen Buehner City of King City, Other Cities in Washington County

John Griffiths Tualatin Hills Park & Recreation District, Special Districts in Washington

County

Jennifer Donnelly Oregon Department of Land Conservation and Development

MEMBERS EXCUSED AFFLIATION

Jerry Hinton City of Gresham, Second Largest City in Multnomah County

Pete Truax Forest Grove, Other Cities in Washington County

<u>OTHERS PRESENT:</u> Bob Stacey, Lindsay Schaffer, Mike Williams, Katherine Kelly, Schuyler Warren, Alisa Pyszka, Patricia Raicht, Roger van Overbeek, Paul Meade, Kerrie Bartel Christensen

<u>STAFF:</u> Nellie Papsdorf, Miranda Mishan, Megan Gibb, Alison Kean, Ramona Perrault, Lake McTighe, Tim Collins, Ted Reid, Kim Ellis

1. CALL TO ORDER, SELF INTRODUCTIONS, CHAIR COMMUNICATIONS

Chair Doyle called the meeting to order at 5:01PM.

2. PUBLIC COMMUNICATIONS

There were none.

3. **COUNCIL UPDATE**

Councilor Kathryn Harrington provided an update on the Clackamas County Housing Tour that had occurred the previous day. She shared that it was interesting to see how Metro could serve Clackamas County and the region as a whole. Councilor Harrington reminded MPAC that the region had needs that went beyond building new units.

Councilor Harrington announced the arrival of a new elephant at the zoo.

4. MPAC MEMBER COMMUNICATION

There were none.

5. CONSENT AGENDA

5.1 Consideration of April 11, 2018 Minutes.

<u>MOTION:</u> Councilor Jeff Gudman moved and Mayor Mark Gamba seconded to adopt the consent agenda.

<u>ACTION:</u> With all in favor, the motion passed.

6. <u>INFORMATION/DISCUSSION ITEMS</u>

6.1 2018 Urban Growth Management Decision: trends in How Businesses Use Space and Select Locations

Chair Doyle explained that the presentation was to continue MPAC's discussion of topics related to urban growth management and they would be hearing about employment trends. He shared that MPAC was joined by several private sector representatives that would provide them with their perspective on how businesses chose locations and used space, and how these trends were changing.

Chair Doyle conveyed that these trends had implications for how the region would manage future employment growth. He introduced the panel moderator, Ms. Alisa Pyszka, Principal at Leland Consulting.

Key elements of the presentation included:

Ms. Pyszka introduced the panelists, Ms. Patricia Raicht, Mr. Roger van Overbeek, Mr. Paul Meade, and Ms. Kerrie Bartel Christensen. Ms. Raicht gave a presentation about national employment trends. She shared that employment had been expanding for 100+ months.

Ms. Raicht recounted that knowledge intensive and skilled jobs were growing the most, and highlighted the specifics of employment trends in the metro region, noting that they were matching national trends. She emphasized that the economy had grown and job growth had increased. Ms. Raicht noted that Portland was ranking high in job growth rates.

Ms. Raicht conveyed where job growth was coming from, and discussed changes in the ways that firms and workers were using office space. She explained that technology was critical in terms of infrastructure and shifting work models. Ms. Raicht discussed the five basic workplace models and how they reflected shifting trends. She noted that collaboration and community was increasing, and driving the urbanization of the work environment.

Ms. Raicht remarked that companies were struggling with hiring and retaining talent and that the work environment contributed a lot to whether or not companies retained talent. She highlighted the impact of e-commerce on the industrial market and the pros and cons. Ms. Raicht discussed some of the challenges presented by e-commerce and logistics in cities.

Ms. Raicht shared considerations for firms relocating, and expressed the impact of co-working on firms. She recounted the pros and cons of the gig economy on the job market.

Ms. Pyszka asked the panelists to share the trends that they had seen in their respective industries.

Ms. Bartel Christensen discussed healthcare and the excess capacity for inpatient and limited physical space on outpatient services. She shared that the focus would be on outpatient services, and meeting the community where they were and based on their needs. Ms. Bartel Christensen explained that outpatient care was lacking and healthcare was going to shift to a more consumer driven model, and there was a shifting demand into high population density.

Ms. Pyszka asked if this meant more retail service locations and hours. Ms. Bartel Christensen confirmed.

Mr. Meade remarked that he had seen increased driving and moving employment away from the city due to the lack of available land. He noted that ideally they would be closer to their customers to minimize their operating area.

Mr. van Overbeek shared that the presentation reflected a lot of the statistics at Autodesk, and that they were targeting a smaller work environment. He expressed that talent was a significant asset for them, and that Portland represented a significant technology center f excellence. Mr. van Overbeek the importance of workplaces in an urban environment and how he had seen these trends reflected at Autodesk.

Ms. Pyszka asked about the balance of work life and family life. Mr. Meade shared that many of their employees were different than those at Autodesk, and most were paid under \$62,000 and most could not afford to live downtown. He added that they were bringing people in, and that many used public transit but many could not because of the warehouse location.

Ms. Pyszka asked the panelists if the gig economy was impacting their firms. Mr. Meade explained that their office needs were going down but the majority of their jobs were unaffected.

Mr. van Overbeek share dthatshared that there was a time when they tried to solve their occupancy issues with remote working and that there were many downsides. He expressed that remote working was offered on an individual case basis, and that their younger workforce was accustomed to working in teams as well as remotely.

Ms. Bartel Christensen noted that a large part of the medical workforce was still in the office.

Ms. Pyszka asked about the best thing for their industries and the biggest challenges with regard in the Portland region.

Mr. van Overbeek emphasized that talent was the best thing for the technology industry. He explained that there was a skilled and well educated workforce available. Mr. van Overbeek noted that it was beneficial to have different work teams working on different products sitting together. He explained that the biggest challenges were the rising costs of labor, housing and real estate.

Ms. Bartel Christensen highlighted that transportation was a significant issue, and more public transportation was needed. She noted that the cost of housing was a challenge, and shared how she saw caregivers experiencing these impacts.

Mr. Meade conveyed that many of the challenges Roger discussed were a benefit in his industry. He explained that as costs rose their business increased. Mr. Meade shared that congestion and increasing traffic was a challenge.

Member discussion included:

- Mayor Gamba shared that he was nervous about the ability of grocery stores to expand because of the Amazon/Whole Foods grocery collaboration. Ms. Raicht shared that many grocery stores were adapting, and that suburban kinds of communities were very much still anchored in grocery stores. Mayor Gamba raised concerns about the lack of developers developing warehouses in Milwaukie. Ms. Raicht shared that there was move towards maker space, and it was important to consider industrial spaces as versatile and compatible with many types of spaces.
- Commissioner Amanda Fritz asked how firms took care of people's physical needs when they shared close spaces. Ms. Bartel Christensen explained that there were high quality products available that could adapt to people. Mr. van Overbeek explained some of the customization that was available.
- Commissioner Fritz asked how smaller open work spaces worked for people with disabilities. Mr. van Overbeek noted that accessibility was lacking and in need of improvement.
- Councilor Gudman asked what would happen if people were less attracted to move to Portland, since the current education system was not producing workers. Ms. Raicht explained that in the last recovery people moved to Portland without jobs just because they wanted to be in Portland. She added that if we did not have enough educated workers there was a need to import them and if they couldn't then there was a need to stop growing jobs.
- Mr. van Overbeek explained that there was a net inflow and from a gridlock perspective they were taking steps to incentivize public transit such as offering commute vouchers.
- Councilor Harringotn asked Ms. Raicht if she could identify susceptibility to recessions. Ms. Raicht shared that there was a diversity index related to the diversity of the economy and that Portland ranked very well.
- Mayor Steve Callaway asked if there were advantages to moving outside of the UGB. Mr. Meade explained that it would have an adverse effect on his employees and they would have to replace about 50%. He noted that advantages of being located downtown.
- Mayor Callaway explained that he often heard about quick turnaround from groundbreaking to opening, but noted that this was not mentioned in the presentation. He asked if this was critical. Ms. Raicht shared that certainty around finding the site, having it be developable and knowing the time frame was of high importance.
- Councilor Buehner asked if importing workers from Appalachia was a viable option. She expressed concern regarding the open workspaces and the lack of privacy. Mr. Meade noted that they were open to any great ideas. Ms. Raicht expressed that it was a national issue that jobs did not line up with where people were located. She explained that open workpsaces were not for everyone and that certain firms were shrinking in different ways.

• Ms. Emerald Bogue shared that the Port of Portland had an open office that worked very well. She explained that it was a significant adjustment but that they enjoyed the collaborative spaces and wellness rooms.

6.2 2018 RTP: Draft Regional Transportation Safety Strategy

Chair Doyle explained that last year MPAC provided policy direction for the Regional Transportation Safety Strategy and supported moving forward with a Vision Zero framework and target, identifying safety projects in the 2018 RTP as a way to measure how safety was being addressed, and using regional High Injury Corridors as a tool to inform prioritizing investments in the 2018 RTP.

Chair Doyle shared that staff was presenting on the Draft Safety Strategy to seek any additional input from MPAC as the strategy is finalized to be release for public comment on June 29th. He introduced Ms. Lake McTighe, Metro staff.

Key elements of the presentation included:

Ms. McTighe provided context for the safety strategy and shared that it was a draft, and that they were working on an update for public comment. She shared that the draft safety strategy was a topical plan for the 2018 RTP that set regional safety policies.

Ms. McTighe discussed goals of the RTSS. She shared that this was the first time they were applying a public equity lens, and that they were meeting federal performance measure requirements. Ms. McTighe highlighted their top three findings that were informing the safety strategy, including that traffic deaths impact people of color, low income people and seniors more. She added that pedestrian deaths are high, and arterial roadways have significant fatality rates.

Ms. McTighe shared that deaths in Clackamas County were going down, based on their safety plan. She explained that high injury corridors are more frequently in marginalized communities based on race and income, and that older drivers were twice as likely to die in a traffic accident.

Ms. McTighe recounted that design has a big impact but the mix of modes on roadways increases some safety risks when there is a lack of separation. She emphasized the large number of crashes on arterial roadways and some of the specific causes.

Ms. McTighe spoke to the approach that the draft regional safety strategy was taking, and highlighted the safe system approach guiding principles. She noted that no traffic deaths were acceptable, and that they were preventable. Ms. McTighe shared that they accepted that people make mistakes but that a policy should be

designed so that when a crash happens it would not be fatal. She emphasized that saving lives was not expensive, and it required a proactive system approach.

Ms. McTighe explained that to achieve safe travel for all there was a need for a multipronged approach. She discussed the elements of the approach, and how they were reflected in the policies. Ms. McTighe noted that there was a need for different strategies throughout the region, and she explained their main policy goals.

Ms. McTighe explained the six different strategies, and shared that coordination, ongoing attention and collaboration was key. She explained the sets of actions within the strategy, and highlighted how it would be implemented over the next five years. She added that per policy direction, they would like to increase safety.

Ms. McTighe recounted that they were focused on measuring progress, and aimed for zero traffic deaths by 2025. She noted that pedestrian and bike fatalities were still on the rise and that they were working on addressing this issue.

Ms. McTighe discussed next steps, and thanked the technical work group for their input and effort.

Member discussion included:

- Mr. Gonke asked if ODOT had been involved in conversations around safety, noting concerns about McLoughlin Corridor in Clackamas County. Ms. McTighe shared that they were involved in the development of the strategy, and that and that Clackamas County had included McLoughlin in the RTP and identified safety as a primary objective. Ms. Kim Ellis added that many corridors in the region had been named orphan highways and that was something that they were working on developing a strategy to address. She noted that ODOT had not identified a specific orphan highway project.
- Mayor Gamba asked how many high injury corridors were being addressed in the RTP. Ms. McTighe shared that segments of the throughways had high injury crash areas which were in the RTP, and hat almost all high injury corridors were in the RTP. She added that most were owned by local jurisdictions.
- Mr. John Griffiths asked if autonomous vehicles would have an impact on death rates. Ms. McTighe explained that there was potential for autonomous vehicles to have a positive impact on death rates.
- Mr. Craig Prosser suggested that in order to improve the ability to address the issue of road ownership and help the public understand, it could be helpful to include identification of which jurisdiction had primary ownership of each roadway.

 Councilor Harrington recounted that ODOT had funds allocated specifically for safety projects, so while that hadn't identified these projects yet, they did have funding for this RTP.

6.3 2018 RTP: Draft Regional Freight Strategy

Chair Doyle reminded MPAC that in May 2017 staff provided MPAC with an early update for the Regional Freight Strategy. He introduced Mr. Tim Collins, Metro staff to provide an update on the Draft Regional Freight Strategy and seek any input from MPAC as the strategy was finalized to be released for public comment on June 29.

Key elements of the presentation included:

Mr. Collins explained that his presentation would be amended due to time constraints. He shared that they were updating the Regional Freight Strategy, for the first time in a long time. Mr. Collins explained the five goals that the freight strategy was hoping to accomplish, and explained that it was important to have clear compiled research.

Mr. Collins expressed that he wanted to focus on the freight concept and freight network map. He recounted the regional freight vision and the seven freight policies. Mr. Collins spoke to the freight concept and shared that it defined a vision and supporting policies to guide investments and the concept that had been updated to include intermodal connectors.

Mr. Collins highlighted the freight network map. He conveyed the goals of the updated freight action plan, and how they were tied to individual freight policies. Mr. Collins explained the next steps of the strategy, including the incorporation of committee feedback and public comment in June.

Member discussion included:

- Commissioner Martha Schrader asked if Clackamas County's RTP freight projects were going to be included in the strategy. Mr. Collins confirmed that they would, but the map was cut off in the presentation. He added that they would make sure that this is reflected in the strategy.
- Mayor Doyle asked how much of the strategy had been discussed with those in the freight industry. Mr. Collins explained that they had work groups and had been getting feedback from people in the freight community.
- Mayor Callaway asked about the status Washington County freight areas
 including the 217 and 276. Mr. Collins expressed that they had discussed
 with Washington County and had looked at travel plans. He shared that they
 had looked at that area, and much of it was out of their jurisdiction so it was
 difficult to address.

7. ADJOURN

MPAC Chair Doyle adjourned the meeting at 7:03 PM.

Respectfully Submitted,

Miranda Mishan

Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF APRIL 25, 2018

ITEM	DOCUMENT TYPE	Doc Date	DOCUMENT DESCRIPTION	DOCUMENT No.
6.1	Presentation	4/25/18	Employment Trends PowerPoint	042518m-01
6.2	Presentation	4/25/18	RTP Safety Strategy PowerPoint	042518m-02
6.3	Presentation	4/25/18	RTP Freight Strategy PowerPoint	042518m-03



METRO POLICY ADVISORY COMMITTEE (MPAC)

Meeting Minutes May 9, 2018

Metro Regional Center, Council Chamber

MEMBERS PRESENT
Betty Dominguez

AFFILIATION
Metro Council

Mark Gamba City of Milwaukie, Other Cities in Clackamas County

Linda Glover City of Vancouver

Ed Gronke Citizen of Clackamas County

Jeff Gudman City of Lake Oswego, Largest City in Clackamas County

Kathryn Harrington Metro Council

Jerry Hinton City of Gresham, Second Largest City in Multnomah County
Gordon Hovies Tualatin Fire and Rescue, Special Districts in Washington County

Martha Schrader Clackamas County

Don Trotter Clackamas County Fire District #1, Special Districts in Clackamas County

<u>ALTERNATES PRESENT</u> <u>AFFILIATION</u>

Jennifer Donnelly Oregon Department of Land Conservation and Development

John Griffiths Tualatin Hills Park & Recreation District, Special Districts in Washington

County

Carrie MacLaren Oregon Department of Land Conservation and Development

MEMBERS EXCUSED AFFLIATION

Denny Doyle (*Chair*) City of Beaverton, Second Largest City in Washington County

Amanda Fritz City of Portland

Pete Truax City of Forest Grove, Other Cities in Washington County

Andy Duyck Washington County

OTHERS PRESENT: Adam Barber, Katherine Kelly, Jennifer Hughes, Schuyler Warren

<u>STAFF:</u> Nellie Papsdorf, Miranda Mishan, Roger Alfred, Sara Seid, Matt Korot, Kim Ellis, Jes Larson, Jamie Snook, Ernest Hayes, Tom Kloster, Elissa Gertler, Eliot Rose

1. CALL TO ORDER, SELF INTRODUCTIONS, CHAIR COMMUNICATIONS

Chair Pro-tem Mark Gamba called the meeting to order at 5:09 PM.

2. PUBLIC COMMUNICATIONS

There were none.

3. COUNCIL UPDATE

Councilor Betty Dominguez discussed the latest Regional Snapshot which showed how houselessness was affecting people in the region. She highlighted children's homelessness as a significant point of concern for school districts.

Councilor Dominguez shared that the regional housing bond framework was out for public comment, and discussed next steps for the housing bond. She reminded MPAC about the elected officials survey.

Councilor Dominguez announced the opening of the "Catio" at the Oregon Zoo, a partnership between the Pixie Project, Banfield Pet Hospital and the zoo. She shared that the Catio was designed to provide a space for cats to be socialized before being placed in a home for adoption.

4. MPAC MEMBER COMMUNICATION

Ms. Carrie MacLaren explained that in the short session, the Oregon Department Land Conservation and Development received money to do housing technical analyses and code audits. She noted that this would not cover all needs in Oregon, and discussed their prioritization of requests. Ms. MacLaren provided a high level overview of the application process and explained that the application would be available on Friday, May 11th.

Chair Pro-tem Gamba asked if a city had recently done an analysis would they still be eligible for a code analysis. Ms. MacLaren explained that each city was available for one kind of analysis, and it as a selection process and that they were only able to offer four kinds of products because of timing. She noted that if a city had recently completed a housing needs analysis then they were in a good position to have more work done.

Councilor Dominguez asked if cities were eligible to collaborate with one another. Ms. MacLaren explained that Washington County and Clackamas County were specifically eligible in a different way. She shared htat they would entertain applications from cities that wished to work together, but that it was not a requirement.

Councilor Jeff Gudman provided an update on Region 1 ACT, and explained that ODOT came to the ACT to provide an update on the work that they would be doing this summer. He shared that I-5 would be particularly slowed down.

5. CONSENT AGENDA

No quorum.

6. INFORMATION/DISCUSSION ITEMS

6.1 Regional Business Food Scraps Policy Update

Chair Pro-tem Gamba explained that this item was information and intended as a follow-up to engagements with MPAC in April and October of 2016, and August 2017 related to a Regional Business Food Scraps Policy that the Metro Council would consider in July 2018. He introduced Ms. Pam Peck, Metro staff.

Key elements of the presentation included:

Ms. Peck explained that purpose of the presentation, and shared that Metro Council would be considering the policy for adoption in July 2018. She recounted that the purpose of the policy was to accelerate the recovery of food scraps collection from businesses.

Ms. Peck shared that food was the largest part of the region's waste and that it was a priority for recovery within the solid waste recovery plan. She explained that they wanted to look at options for food scraps, and that base on council direction they'd developed policies to meet objectives.

Ms. Peck discussed the development of the food scraps policy and the jurisdictions involved. She shared that they had worked together to figure out the best way to collect the most food waste. Ms. Peck highlighted the key policy elements, and explained the rollout of the policy and the three phases over which it would take place. She recalled the revisions based on comments and feedback from the council. Ms. Peck noted that local government adoption fo the policy would be July 2018, and implementation would start in 2020, and all businesses would have to comply by 2023. She added that the implementation of the policy on schools was in the last phase, per feedback received.

Ms. Peck announced that Metro would also consider a food scraps ban in 2024 based on the performance of the policy, based on an evaluation process that would be brought forward. She eexplained that the administrative rules had changed to add the distance waiver. Ms. Peck recounted that the original idea was to mmitigate costs for jurisdictions who were far away from Metro transfer stations. She noted that the Metro Council had asked staff to ensure that this waiver would advance the goals of the policy.

Ms. Peck explained that Metro would reimburse jurisdictions to offset the costs of travel to transfer stations and that these funds would have to go back to jurisdictions' food scraps collection program. She shared that this would allow for consistent programming.

Ms. Peck announced the opportunities for public comment, and the next steps for the food scraps policy.

Member discussion included:

- Mr. Ed Gronke asked where reimbursement funds would come from. Ms.
 Peck explained that it would be funded by the regional system fee, and their
 goal was to create a resilient regional system. Mr. Gronke asked if there were
 adequate facilities to compost foods craps. Ms. Peck shared that they had
 capacity now and were in the process of bringing in additional capacity.
- Commissioner Martha Schrader asked if it was full or partial reimbursement. Ms. Peck conveyed that it was partial cost recovery and that they were looking at the extra time required to drive to a Metro transfer station, and adding costs inflators to account for congestion.
- Commissioner Schrader asked if this applied to restaurants. Ms. Peck shared
 that it was based on the amount of food waste a business generated, and that
 phase 1 would include grocery stores and full service restaurants, then they
 would be incorporating smaller businesses. Commissioner Schrader asked if
 unincorporated areas would be affected, Ms. Peck clarified that they would
 not be.
- Commissioner Schrader asked if this would cause any market problems. Ms. Peck expressed that it was hard to make a general statement or projection about the market.
- Mr. John Griffiths asked about the conversion to energy process. Ms. Peck shared that the proposal was to convert energy into renewable natural gas.
- Mr. Gronke asked where the scraps were currently being processed. Ms. Peck shared htat they were processed at JC Biomethane in Junction City and Pacific Regional Compost outside of Corvallis. She explained that they had launched an initiative called "Food Waste Stops with me" and asked restaurants to do webinars and other publicity to show how they'd been reducing food waste.
- Councilor Gudman asked a question on behalf of MPAC member Mr. Craig Prosser. He asked about the impact of food recycling on sewer treatment plants. Ms. Peck acknowledged that she hoped that more sewage treatment plants would be interested but that she couldn't necessarily speak to that.

6.2 2018 RTP: Draft Regional Transit Strategy

Chair Pro-tem Gamba explained that the Regional Transit Strategy was the transit modal component of the 2018 Regional Transportation Plan. He shared that the strategy provided a coordinated vision and strategy for transit in the region, building off of the Climate Smart Strategy.

Chair Pro-tem Gamba introduced Ms. Jamie Snook, Metro staff, to present the draft transit policies and transit network map.

Key elements of the presentation included:

Ms. Snook explained what the transit strategy was and why it was happening now. She highlighted the objectives of the transit strategy and what had been added since it was last presented to MPAC. Ms. Snook shared their vision to make transit more convenient, accessible and affordable for everyone. She explained the four new transit policies and the policies that had been modified and what the modifications were.

Ms. Snook discussed the enhanced transit concept and the aim to make improvements to enhanced transit in reliability, speed and capacity. She shared the the updates of the high capacity transit plan and what had been added and revised. Ms. Snook showed MPAC what the new map would look like and compared it to the current transit map. She noted the variety throughout the system.

Ms. Snook shared next steps for the transit strategy, inclyuding working on the enhanced transit concept pilot program and udpdates to the RTP project list. She explained the project schedule for enhanced transit concepts, and asked MPAC for feedback on the transit strategy.

Member discussion included:

- Councilor Gudman suggested adding information about the impacts of a potential congestion pricing policy on the transit strategy.
- Mr. Gronke suggested that the policy was aspirational rather than realistic. He raised concerns that many assumptions made in the policy were based on high density in areas that already did not have transit. Mr. Gronke asked if the transit system would increase first and then densification would follow. Ms. Snook explained that they wanted to ensure there was transit service available across the region, and emphasized that they were looking at how areas grow and whether or not they could be served by a transit line. She noted that they needed to be more creative, and there were some ideas about first and last mile connections and connecting less dense areas to create more of a network.
- Mr. Gronke asked about the balance between alternative transportation
 modes and mass transit and how the transit strategy aimed to strike that
 balance. Ms. Snook shared that there was ongoing thinking about this
 issue and Mr. Eliot Rose would address that in the technology strategy.
 She added that if they could make transit more accessible and affordable
 then it would become a competitive option.
- Ms. Elissa Gertler reminded MPAC that they were planning for twenty years ahead, and the RTP was a shared apsirational vision.

- Councilor Dominguez highlighted the value of transit fare reduction, and emphasized the need for a multiple pronged approach to broadening the transit network.
- Chair Pro-tem Gamba asked if the plan considered undergounding the MAX system through downtown Portland and an electric bus fleet. Ms. Snook recounted that this was being considered and they were looking to embrace and explore some of the technology options where it would be appropriate. Chair Pro-tem Gamba asked if the MAX line system going to Oregon City and Wilsonville was being considered in the strategy. Ms. Snook confirmed and shared that there were good service options in that area.
- Councilor Dominguez asked where the Southwest Corridor would terminate. Ms. Snook noted that it would terminate at Bridgeport, but was still in the planning phase.
- Ms. Gertler reminded MPAC that they were seeing these plans because they would vote on the RTP recommendation to the Metro Council soon.

6.3 2018 RTP: Emerging Technology Strategy Discussion Draft

Chair Pro-tem Gamba shared that Metro had been deveoloping a strategy to help the region prepare for new technologies in transportation. He introduce Mr. Eliot Rose who would be sharing the full discussion draft of the technology strategy for information and discussion.

Key elements of the presentation included:

Mr. Rose defined emerging technologies and highlighted some different types of technologies that were emerging. He explained why there was a need to engage with these technologies and how this strategy did so. Mr. Rose reminded MPAC that their goal was not to deploy technology but guide new technologies to create a more equitable and livable region.

Mr. Rose shared how the technology strategy would be a part of the RTP as an appendix to the RTP, and integrated throughout the RTP strategies and policies. He shared what was new and what had been discussed. Mr. Rose recounted the time frame of looking at new technologies, and discussed division, policies, and implementation actions and next steps for implementation.

Mr. Rose explained the policy vision behind the RTS and the four core policies, including equity, choices, information and innovation. He defined each of the four core policies and how they were in line with the RTP goals. Mr. Rose highlighted the changes made to this version of the policy, and emphasized the focus on transit. He conveyed that transit with more frequent service would be competitive against Uber and Lyft.

Mr. Rose discussed how shert term actions would add to longer term success. He explained the evaluation of technologies being considered by local partners and how each would mipact regional goals. Mr. Rose recounted the two year next steps for Metro on emerging technologies, and reminded MPAC that there was a need to advocate for state and federal policies that supported their goals.

Mr. Rose highlighted next steps through 2018 and the adoption of the draft RTP.

Member discussion included:

- Mr. Gronke asked how they planned to implement equity. Mr. Rose explained that there were a variety of options, including the City of Portland 50c fee levied on Uber and Lyft trips to make them more affordable. He suggested concierge services or subsidies, and noted that people with Oregon Trail cards were eligible for reduced fees on Bike Town. Mr. Rose conveyed that there was a lot to be done from a policy and program perspective, and remarked that while there were concerns because many technologies were operated by private entities, public servants needed to work to address equity.
- Councilor Dominguez raised concerns about the kinds of jobs that Uber and Lyft provided. She shared that some drivers were advocating for unionizing, and that the City of Portland seemed receptive.
- Mayor Gamba asked who was on the Autonomous Vehicle Taskforce. Mr. Rose noted that he would send a link to the taskforce website. Ms. MacLaren shared that she was on the taskforce and available to relay input.
- Councilor Harrington expressed her thanks to Mr. Rose for putting together an accessible and clear presentation.
- Councilor Gudman asked if the money associated with implementation was anticipated to be included in the 2020 transportation bond. Ms. Gertler shared that it was difficult to say, and that the idea was to use the RTP as a p0otenbtial starting point for goals that the region agreed on.
- Mr. Rose explained that they did not ave a strong project focus in the strategy, and the reason they were starting with the policy side was because the private sector was pushing much of the technology. He added that there was a need to understand he role of Metro in these partnerships before adding money. Councilor Gudman clarified that there was a dollar impact, but it hadn't been refined yet.
- Ms. Gertler conveyed that Metro was not searching for a role as an implementer, but rather setting a policy framework. Councilor Gudman emphasized the need for the dollar impact on the public to be made clear. Mr. Rose noted that this was helpful feedback.
- Councilor Dominguez emphasized the importance of remaining open minded and flexible about technology.

7. ADJOURN

MPAC Chair Pro-tem Gamba adjourned the meeting at 6:30 PM.

Respectfully Submitted,

Miranda Mishan

Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF MAY 9, 2018

ITEM	DOCUMENT TYPE	Doc Date	DOCUMENT DESCRIPTION	DOCUMENT No.
6.1	Handout	2/2018	Food Scraps Separation Proposal Q&A: Businesses	050918m-01
6.2	Presentation	5/9/18	RTP Transit Strategy PowerPoint	050918m-02
6.3	Presentation	5/9/18	Emerging Technology Strategy PowerPoint	050918m-03

Memo



Date: Monday, May 22, 2018

To: MPAC Members and Alternates
From: MPAC Nominating Committee
Subject: Proposed MPAC 2nd Vice Chair

The Metro Policy Advisory Committee's (MPAC) 2^{nd} Vice Chair position is currently vacant. A nominating committee was convened to fill this vacancy comprised of 1^{st} Vice Chair Larry Morgan, Mayor Mark Gamba, and Mayor Peter Truax.

The nominating committee has proposed that Commissioner Martha Schrader, representing Clackamas County, fill the vacancy.

The nomination will be reviewed and voted on at the MPAC meeting on May 23.

Thank you,

Mayor Mark Gamba, City of Milwaukie Councilor Larry Morgan, City of Troutdale, MPAC 1st Vice Chair Mayor Peter Truax, City of Forest Grove

MPAC Worksheet

Agenda Item Title (include ordinance or resolution number and title if applicable): Build Small Coalition ADU Iurisdictional Code Audit update

Presenter: Elizabeth Decker, JET Planning; Frankie Lewington, Metro

Contact for this worksheet/presentation: Frankie Lewington, x7588

Purpose/Objective

Metro, on behalf of the Build Small Coalition, has commissioned an audit of accessory dwelling unit (ADU) zoning regulations across all Metro cities and counties. The audit is intended to describe existing regulatory conditions for ADUs, both as codified and as applied, and to generate insight into aspects of ADU regulatory and practical approaches that best support ADU development. This audit comes in the context of Metro's Equitable Housing Initiative, part of a larger effort to expand housing opportunities for households of all sizes and income levels in amenity-rich neighborhoods across the region at a time when rising housing prices and limited availability are a concern for all jursidictions.

Additionally, the state legislature passed SB 1051 in 2017 to address the lack of housing supply and remove barriers to development. Among other provisions in SB 1051, the bill requires that cities and counties of a certain population allow accessory dwelling units. This legislation mandated that jursidictions move into compliance with this law by July 1, 2018. The state requirement is largely the same as existing Metro code that requires cities to permit ADUs, but comes 20 years later as best practices around ADU regulations have matured, providing an opportunity for Metro communities to revisit their regulations. The coalition hosted a workshop in late April 2018 for local jurisdictions to learn about the code audit work and have one-on-one individualized code sessions with ADU code experts to help remove barriers and move their jurisdiction's code into compliance with state law and implementation guidance developed by the state and emerging from the Metro code audit. We will provide an update on that work, outcomes from the workshop and our plan to monitor and track policy changes through the end of this year.

Action Requested/Outcome

No action requested. This presentation is to provide a quick update on the code audit work to date.

What has changed since MPAC last considered this issue/item?

We provided an update to MPAC on the Build Small Coalition in August 2017. The code audit work had not started yet.

What packet material do you plan to include?

No materials included in the packet.

MPAC Worksheet

Agenda Item Title Regional Investment Strategy Update

Presenters: Andy Shaw, andy.shaw@oregonmetro.gov, 503-797-1763; Elissa Gertler, elissa.gertler@oregonmetro.gov, 503-797-1752

Contact for this worksheet/presentation: Kate Fagerholm, kate.fagerholm@oregonmetro.gov, 503-813-7529

Purpose/Objective

Update MPAC on work toward a potential 2018 regional affordable housing funding measure, including presenting a refined housing measure framework

Action Requested/Outcome

No formal MPAC action requested. Staff looks forward to answering questions and receiving feedback from MPAC about continuing work on the refined framework as we approach a COO recommendation to Metro Council.

What has changed since MPAC last considered this issue/item?

MPAC last received a presentation on the potential housing measure on April 11, 2018. Since that time, Metro staff have undertaken a variety of activities to engage partners and the public in developing a refined framework for the measure. These include:

- Holding monthly meetings with a Stakeholder Advisory Table of elected leaders, community
 advocates and public and private housing practitioners, and a Technical Advisory Table of
 experts in affordable housing finance, development and operations.
 - The Stakeholder Advisory Table ensures the stated values overlay the refined measure framework, while the Technical Advisory Table provides input on technical considerations and feasibility.
 - These committees work in tandem. Conversations at each inform the other. Three members serve as liaisons between the committees.
- Releasing a draft framework discussing potential outcomes, targets, distribution and implementation approaches for the regional investment
- Presenting to and hearing a second round of input from dozens of local elected leaders, jurisdiction staff and community groups around the region at public meetings and individual briefings
- Supporting community partners' engagement with impacted communities and renters around the region to understand their needs and interests in affordable housing.
- Conducting an Opt In online survey exploring public priorities for affordable housing investments
- Holding a third affordable housing tour for Metro Councilors, staff and partners in Clackamas County.
- Conducting additional research and analysis to ensure the measure framework is feasible and reflects our region's priorities

Staff discussed a refined measure framework with Metro's technical and stakeholder advisory tables on May 17 and 21, respectively. The refined framework continues to present a clear message to the region: By working together, we can create affordable homes throughout our region for thousands of families, seniors and others who are too often left behind.

This refined framework will be incorporated into a final recommendation delivered from the Metro Chief Operating Officer to the Metro Council on May 29.

The Metro Council is expected to hold a public hearing and make a referral decision on June 7.

What packet material do you plan to include? Refined framework document

MPAC Worksheet

Agenda Item Title: Update on 2018 Regional Transportation Plan Policy and Implementation Chapters

Presenters: Kim Ellis, RTP Project Manager

Contact for this worksheet/presentation: Kim Ellis (kim.ellis@oregonmetro.gov) x1617

PURPOSE/OBJECTIVE

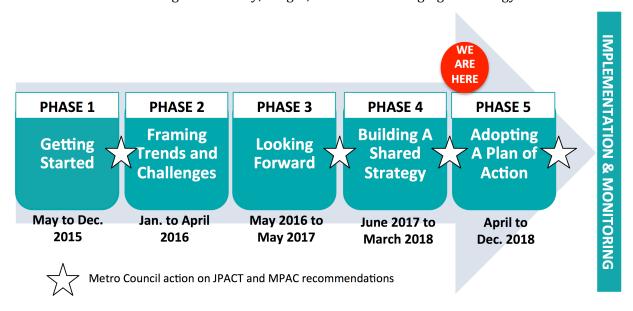
Provide an update on how draft goals, objectives, policies and implementation activities in the Regional Transportation Plan (RTP) reflect previous Council policy direction and MPAC feedback.

ACTION REQUESTED/OUTCOME

MPAC understands how past policy direction and feedback have been addressed and provides further feedback to staff, if desired, on finalizing the draft 2018 RTP policy and implementation chapters for public review.

BACKGROUND AND CONTEXT

The greater Portland region's economic prosperity and quality of life depend on a transportation system that provides every person and business in the region with equitable access to safe, reliable, healthy and affordable travel options. Through the 2018 RTP update, the Metro Council is working with leaders and communities throughout the region to plan the transportation system of the future by updating the region's shared transportation vision and investment strategy for the next 25 years. Shown in **Figure 1**, the plan update is in Phase 4 and on schedule. MPAC and the Joint Policy Advisory Committee on Transportation (JPACT) will be asked to make a recommendation on Council adoption of the 2018 RTP and strategies for safety, freight, transit and emerging technology in October 2018.



SUMMARY OF PAST COUNCIL DIRECTION ON THIS ITEM

• In December 2016, the Council reaffirmed past direction to staff to use development of the 2018 RTP to clearly and realistically communicate our transportation funding outlook and align the financially constrained project list with updated financial assumptions. This direction included developing a pipeline of priority projects for the regional transportation system for Metro and other partners to work together to fund and build.

- In **February 2017**, the Council directed the RTP, project list and strategies for safety, freight, transit and emerging technology be developed in a transparent way that advances adopted regional goals, supports regional coalition building efforts, and emphasizes equity, safety and climate change.
- In **February 2017**, the Council also **directed staff to use the Vision Zero framework and incorporate a Vision Zero goal** (zero traffic-related deaths and fatalities by 2035) in development of the RTP and Regional Transportation Safety Strategy for adoption by Council and JPACT. In April, MPAC and JPACT supported use of the Vision Zero framework and goal in the RTP and safety strategy.
- In May 2017, the Council further directed staff to move forward with the Call for Projects as recommended by the Metro Policy Advisory Committee (MPAC) and JPACT. This direction included approval of a vision statement for the 2018 RTP, also approved by MPAC and JPACT, to guide development of the draft RTP project lists. Staff was also directed to review the adopted 2014 RTP policy chapter to identify and recommend refinements for consideration by the Metro Council and regional policy advisory committees in 2018.
- In **September, November and December 2017**, the Metro Council **reaffirmed its commitment to implementing the Climate Smart Strategy and prioritizing safety, racial equity and managing congestion** as the RTP is finalized in 2018, and identified specific steps to take to support those priorities.
- In March 2018, the Metro Council requested that jurisdictions meaningfully review and refine their draft project list to the extent practicable to help make more progress on key regional priorities equity with a focus on race and income, safety, travel options, Climate Smart Strategy implementation and managing congestion.

WHAT HAS CHANGED SINCE MPAC LAST CONSIDERED THIS ITEM?

- **Jurisdictional project list updates completed on April 27.** The RTP financially constrained funding assumptions were updated to reflect new revenues anticipated as a result of House Bill 2017. Jurisdictions worked through coordinating committees in response to the Metro Council's request for project list updates to make more progress on key regional priorities. The revised project list is undergoing evaluation and subject to further public review as part of the final 45-day public comment period planned for June 29 to August 13, 2018. Staff will present an overview of the updated project list at the meeting.
- Public comment report completed. The report documents all input received through several public engagement activities designed to inform refining the draft RTP project list for public review. Engagement activities included a 30-day online comment opportunity from January 15 to February 17, a community leaders' forum held on January 19, briefings to business associations and community organizations in February and March, and the fourth Regional Leadership Forum held on March 2. The public comment report is available to download from the project website here.
- **Draft strategies for safety, freight, transit and emerging technology completed**. MPAC reviewed the draft safety, freight, transit and emerging technology strategies (and supporting policies) on April 11 and May 9 in advance of the final public comment period.
- **Development of draft 2018 RTP under way.** Metro staff is preparing the draft 2018 RTP for public review. A draft outline of the 2018 RTP is attached for reference.
- RTP Policy Framework review completed. As directed by the Metro Council, staff completed a comprehensive review of the 2014 RTP policy chapter (focusing on the RTP goals, objectives and policies). The review identified gaps in policy, existing policy that would benefit from further clarification, and opportunities to further integrate adopted Climate Smart Strategy policies as well past Council direction related to safety, equity, emerging technology, and managing congestion. Based on the policy review and new and updated policies reflected in the draft strategies for safety, freight, transit and emerging technology, staff propose the following:

- O Divide the existing 91-page policy chapter into two policy chapters to separate the vision, goals, objectives and performance targets from the policies that address specific topics (e.g., safety, equity, climate smart and emerging technology) and the modal networks (e.g., regional motor vehicle, freight, transit, bike and pedestrian networks).
- Incorporate the vision statement approved by MPAC, JPACT and the Metro Council in May 2017.
- o **Update the RTP goals, objectives and policies** as described below.
- **Draft of the 2018 RTP goals and objectives prepared.** In May 2017, JPACT and the Metro Council directed staff to review and refine the RTP goals, objectives and performance targets, particularly related to safety, equity, climate change, completion of the active transportation system, accountability, transparency, congestion, maintenance, emerging technology and funding. Proposed updates to the goals and objectives seek to implement Council policy direction and:
 - o **simplify language** to reduce jargon and be more accessible to public audiences;
 - o **reduce redundancy** between the goals and objectives;
 - o make the goal statements more people and outcomes focused;
 - o better **reflect values and priority outcomes** identified through the RTP update;
 - o make the **objectives more specific and measurable**;
 - o better **align the objectives with existing or desired data and performance outcomes** as reflected in the updated system evaluation and transportation equity measures.

Staff recommendations for the RTP performance targets to meet regional goals and federal and state requirements are not complete. The meeting packet includes the same draft goals and objectives reviewed by TPAC and MTAC at a joint workshop in April. Staff will present an overview of the chapter at the meeting for MPAC feedback. Staff will finalize draft goals and objectives to address Council and policy and technical committee feedback in advance of the final public comment period.

- **Draft 2018 RTP policies prepared.** In May 2017, JPACT and the Metro Council also directed staff to review and refine the RTP modal policies, particularly the throughways/ arterials, transit, and freight policies and related network maps which reflect the vision and planned network for each mode of travel. Proposed updates to RTP policies seek to implement Council policy direction and include:
 - o **new safety policies** that prioritize vulnerable users, addressing fatal and serious injury crashes and improving safety in high injury and high risk corridors as reflected in the draft Regional Safety Strategy reviewed by MPAC on April 11;
 - o **a new freight safety policy and minor updates to existing freight policies** as reflected in the draft Regional Freight Strategy reviewed by MPAC on April 11;
 - new and updated policies for transit to reflect desired outcomes for access, convenience, frequency, reliability, and affordability as reflected in the draft Regional Transit Strategy reviewed by MPAC on May 9;
 - new equity policies that prioritize eliminating disparities and barriers for historically marginalized communities, particularly people of color and people with low income to support implementation of Title VI, Executive Order 12989 and Metro's Strategic Plan to Advance Racial Equity, Diversity and Inclusion and the Construction Career Pathways Program;
 - o **new emerging technology policies** as reflected in the draft Emerging Technology Strategy that will be reviewed by MPAC on May 9;
 - new and updated Transportation System Management and Operations policies to better reflect existing policies, provide more focus on managing the transportation system to ease congestion and integrate new and revised policies in the 2018 Regional Travel Options Strategy;

- clarify and expand policies for throughways and arterials and the motor vehicle network to reflect adopted policy and desired outcomes related to safety, universal access and complete street designs, connectivity, reliability and managing the transportation system and addressing regional bottlenecks to ease congestion;
- o **minor revisions to existing climate smart strategy policies,** reflecting that the policies were extensively reviewed as part of development of the 2014 Climate Smart Strategy; and
- o **minor revisions to the regional bike and pedestrian policies,** reflecting that the policies were extensively reviewed and updated as part of development of the 2014 Regional Active Transportation Plan and 2014 Regional Transportation Plan.

The meeting packet includes draft system policies that reflect feedback from TPAC and MTAC. Staff will continue updating the policies to address Council and policy and technical committee feedback in advance of the final public comment period. Staff will continue to work with the technical committees to update detailed descriptions of each existing policy area and finalize descriptions for the new policy sections identified above for public review. MTAC will be making recommendations to MPAC on the draft RTP (including the policies) and public comments in September.

- **Update to RTP implementation chapter under way.** Metro staff began work to update the implementation chapter. This chapter outlines future studies and other work needed to advance implementation of the RTP or resolve issues that could not be fully addressed during the update. This will include updating sections on needed multimodal mobility corridor refinement planning, planned project development activities (e.g., Southwest Corridor and Division Transit Project), performance monitoring, and other implementation activities to be undertaken post-RTP adoption. <u>Staff will present an overview of the chapter at the meeting for MPAC feedback</u>.
- Planning of the final 45-day public review period and adoption process continues. In June, staff will seek Council direction to release the draft 2018 RTP and draft strategies for freight, transit, safety and emerging technology for public review and comment. The comment period is planned for June 29 to Aug. 13, and will include a public hearing and consultation with tribes and federal and state agencies.

UPCOMING MPAC DISCUSSIONS

Working with work groups and technical committees, the draft materials respond to past MPAC feedback received during the series of Regional Leadership Forums and regular committee discussions. Feedback provided by MPAC will be reflected in the draft plan and strategies being prepared for public review.

MPAC dates and topics through December follow.

- 6/27 Discuss RTP performance results from updated project list
- 9/26 Discuss public comments and MTAC recommendation on draft 2018 RTP and draft strategies for freight, transit, safety and emerging technology
- 10/10 Recommendation to the Metro Council on adoption of draft 2018 RTP and draft strategies for freight, transit, safety and emerging technology

QUESTIONS FOR COUNCIL CONSIDERATION

Does MPAC have additional feedback that should be addressed as part of finalizing the 2018 RTP for public review regarding the:

- draft 2018 RTP goals, objectives or policies?
- draft implementation chapter?

What packet material do you plan to include?

- Draft Outline of 2018 Regional Transportation Plan (5/15/18)
- Draft 2018 RTP Goals and Objectives (3/29/18)
- Draft 2018 RTP Transportation System Policies (5/11/18)

DRAFT TABLE OF CONTENTS

Foreword

This section provides short introduction to the Regional Transportation Plan from Council President Hughes on behalf of the Metro Council.

Executive Summary

This section provides an overview of the plan, how it was developed, key trends and challenges it will address and the outcomes it will deliver. The executive summary will also be produced as a standalone document.

Chapter 1: Toward a Connected Region

This chapter introduces the greater Portland region and Metro's role in transportation planning. The chapter discusses the role of the plan in implementing the 2040 Growth Concept and addressing state and federal requirements, and its relationship to other plans and strategies. This chapter summarizes the public process that shaped development of the plan.

- 1.1 Geographic Setting
- 1.2 Metro's role in transportation planning
- 1.3 History of the Regional Transportation Plan
- 1.4 Relationship to Other Plans and Strategies
- 1.5 Process and Engagement Overview
- 1.6 Document Organization

Chapter 2: Our Shared Vision for Transportation

This chapter presents the plan's aspirational vision for the region's transportation system. The vision is further described through goals, objectives and performance targets that reflect the values and desired outcomes expressed by the public, policymakers and community and business leaders engaged in development of the plan. This outcomes-based policy framework guides future planning and investment decisions as well as monitoring plan implementation.

- 2.1 Introduction
- 2.2 Outcomes-Focused Performance Based Planning
- 2.3 Shared Vision
- 2.4 Goals and Objectives
- 2.5 Performance Targets
- 2.6 Conclusion

Chapter 3. Transportation System Policies to Achieve Our Vision

This chapter defines a broad range of policies for safety, equity, climate, design and emerging technology as well as the vision and policies for the modal networks of the regional transportation system – motor-vehicle, transit, freight, bike and pedestrian. The policies, if implemented, will help the region make progress toward the plan's vision, goals and objectives for the regional transportation system. Together the policies will guide the development and implementation of the regional transportation system, informing transportation planning and investment decisions made by the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council.

- 3.1 Introduction
- 3.2 Regional Transportation System Definition
- 3.4 Regional Network Visions, Concepts and Policies
- 3.6 Conclusion

Chapter 4: A Snapshot of Our Growing and Changing Region

This chapter provides a snapshot of current regional growth trends and existing conditions and outlines key transportation challenges the plan will address. The chapter also highlights oportunities for building a regional transportation system that reflects our values and vision for the future.

- 4.1 Introduction
- 4.2 Who We Are
- 4.3 How We Get Around
- 4.4 How We Move Goods
- 4.5 How W Keep Our Environment Healthy
- 4.6 How the System Is Working
- 4.7 Challenges and Opportunities Ahead

Chapter 5: Our Transportation Funding Outlook

This chapter provides an overview of local, state and federal funding expected to be available to pay for needed investments.

- 5.1 Introduction
- 5.2 Current Sources of Revenue
- 5.3 Our Current Budget for Investments
- 5.4 Conclusion: Moving Forward to Fund the Region's Priorities

Chapter 6: Regional Programs and Projects to Achieve Our Vision

This chapter describes how the region plans to invest in the transportation system across all modes, with expected funding, to provide a safe, reliable, healthy and affordable transportation system with travel options.

- 6.1 Introduction
- 6.2 What Are the Region's Investment Priorities
- 6.3 Conclusion

Chapter 7: Measuring Outcomes

This chapter reports on the expected system performance of the region's investment priorities and documents whether the region achieves regional performance targets in 2040.

- 7.1 Introduction
- 7.2 Performance-Based Planning and Responding to New Federal Performance Requirements
- 7.3 Transportation Equity Findings
- 7.4 System Performance Findings
- 7.5 Conclusion

Chapter 8: Moving Forward Together

This chapter describes ongoing and future efforts aimed at coordinating transportation planning, analysis and monitoring at all levels of government to implement the RTP. The chapter identifies local and regional planning efforts needed to address unresolved transportation needs and issues identified through the 2018 RTP update. The chapter describes major project development activities underway in the region. The chapter discusses how the plan can be amended between scheduled updates. The chapter discusses the role of the State Transportation Improvement Program and Metropolitan Transportation Improvement Program (MTIP) and Regional Flexible Funds Allocation

process in implementing the RTP. The chapter identifies data and research activities needed to support on-going regional performance-based transportation planning, analysis, monitoring and reporting.

8.1 Introduction

8.2 Updates and Amendments to the Regional Transportation Plan

This section summarizes federal and state requirements for preparing and updating the Regional Transportation Plan and the process for making revisions to the plan between scheduled updates.

8.2.1 Federal requirements

- MAP-21 and FAST Act
- Metropolitan performance-based planning
- National goals
- Federal planning factors

8.2.2 State requirements

- Consistency with Oregon Transportation Plan and state policy plans
- Statewide planning goals
- Oregon Transportation Planning Rule
- Metropolitan Greenhouse Gas Reduction Targets Rule

8.2.3 Update Process

- Scheduled plan updates
- Amendments between scheduled updates
 - Determination of consistency and fiscal constraint
 - o Public engagement
- Role of regional functional plans (Regional Transportation Functional Plan and Urban Growth Management Functional Plan)

8.2.4 Ongoing Monitoring and Reporting

- Climate Smart Strategy Monitoring and Reporting
- MAP-21/FAST Act Reporting
- TPR and ORS required monitoring and reporting
- State Implementation Plan (SIP) monitoring

8.3 Planning and Programs

This section summarizes local, regional and state planning and programs that advance implementation of the plan.

8.3.1 Local Implementation

- Transportation System Plan updates
- Modal and topical plans
- Concept planning for urban reserves
- Subarea plans
- Land Use and Comprehensive Plan updates
- Safety Action Plans

8.3.3 Regional Planning and Programs

 Summary of ongoing regional programs that provide a combination of grants, technical assistance and planning support that implement the RTP, including freight, active transportation, motor vehicle, transit, safety, transit-oriented development, travel options, Safe Routes to School, shared mobility, emerging technology, and Investment areas.

8.3.4 Region-wide Planning

Summary of region-wide planning work anticipated in the next 5 years:

- 1. Transit Service Planning
- 2. Regional Mobility Policy Update
- 3. Jurisdictional Transfer Strategy for State Arterials (Regional and District Highways)
- 4. Transportation System Management and Operations Strategy Update
- 5. Enhanced Transit Concept Pilot Program
- 6. Central City Transit Capacity Analysis
- 7. Regional Congestion Pricing Technical Analysis
- 8. Emergency Transportation Routes Project
- 9. Regional Freight Delay and Commodities Movement Study
- 10. Regional Freight Rail Study

Other longer-term region-wide planning work carried forward from 2014 RTP:

- 11. Regional Bridges Funding Strategy
- 12. Parking Management Policy Update
- 13. Green Corridor Implementation

8.3.5 Multimodal Corridor Refinement Planning

- 1. Mobility Corridor #2, Portland Central City to Tigard, which includes I-5 south and Southwest Corridor Plan area
- 2. Mobility Corridor #3, Tigard to Wilsonville, which includes I-5 south
- 3. Mobility Corridor #4, Portland Central City Loop, which includes I-405 loop
- 4. Mobility Corridors #7, 8 and 9, Clark County to I-5 via Gateway, Oregon City and Tualatin, which includes I-205 corridor
- 5. Mobility Corridor #14 and 15, Beaverton to Forest Grove, which includes Tualatin Valley Highway
- 6. Mobility Corridors #13, 14 and 16, Hillsboro to Portland, which includes US 26 and US 30 (new)
- 7. Mobility Corridors #23 and 24, Clackamas to Fairview/Wood Village/Troutdale, which includes OR 212 and Sunrise Corridor (new)

Note: These may be updated and others may be identified based on Regional Mobility Policy update identified in Section 8.3.4.

Draft - 5/15/18

8.4 Projects

This section summarizes major project development activities and the allocation of federal transportation funds to implement projects in the RTP at the regional and state level.

8.4.1 Major Project Development

- 1. I-5/Columbia River Crossing Project
- 2. Sunrise Corridor Project
- 3. Division Transit Project
- 4. Southwest Corridor Transit Project
- 5. MAX Red Line Improvements Project
- 6. I-5/Rose Quarter Project
- 7. OR 217
- 8. I-205 South Corridor Project
- 9. I-205/Abernethy Bridge Project

8.4.2 Metropolitan Transportation Improvement Program

- Role of Metropolitan Transportation Improvement Program and State Transportation Improvement Program in implementing the RTP
 - Allocation of federal funds by administering agencies (ODOT, SMART, TriMet)
 - o Metro's Regional Flexible Funds Allocation Cycles
- Determination of consistency and fiscal constraint

8.5 Data and Tools

This section summarizes data and tools to address existing and emerging planning and policy priorities and innovative practices in transportation planning and analysis and ensure that the region has the resources to fulfill its transportation performance measurement and reporting responsibilities.

8.5.1 Data Collection and Coordination

- 1. Growth Data
- 2. Travel Activity Data
- 3. Transportation Safety Data
- 4. Multi-modal Network Data

8.5.2 Analysis Tool Maintenance and Enhancement

- 1. Growth Forecast Products
- 2. Growth Forecast Tools
- 3. Travel Model Tools

8.5.3 Analysis Tool Development

- 1. Regional Activity-based Travel Model
- 2. Regional Freight Model
- 3. Multi-Criterion Evaluation (MCE) Toolkit
- 4. Housing and Transportation Cost Expenditure Tool
- 5. Safety Analysis tools
- 6. Economic Value Atlas
- 7. Mobility Atlas
- 8. State of the Centers Context Tool
- 9. Project Evaluation Criteria

8.5.4 Monitoring and Reporting Tools

1. Monitoring Data and Information Systems

Draft - 5/15/18

2. Congestion Management Program Data Collection and Monitoring

8.6 Conclusion

This section summarizes key takeaways from the chapter.

Acronyms

Glossary

Acknowledgements

APPENDICES

Appendix A.	10-year Contrained Priorities – 2018 to 2027 Constrained Project List
Appendix B.	Long-Term Constrained Priorities – 2028 to 2040 Constrained Project list
Appendix C.	Additional Priorities – 2028 to 2040 Strategic Project list
Appendix D.	Public and Stakeholder Engagement and Consultation
Appendix E.	Environmental Justice and Title VI Assessment for the 2018 RTP
Appendix F.	Environmental Assessment for the 2018 RTP
Appendix G.	Coordinated Transportation Plan for Seniors and People with Disabilities
	(adopted in June 2016 by the TriMet Board)
Appendix H.	Climate Smart Strategy Monitoring Report
Appendix I.	Congestion Management Data Collection and Monitoring Process
Appendix J.	RTP Perfomance Targets
Appendix K.	Financial Strategy Documentation
Appendix L.	RTP Amendment Process - Request Form and Checklist
Appendix M.	Regional Analysis Tool Documentation
	Travel Model Assumptions
	Adopted Land Use Forecast and TAZ Assumptions

TOPICAL AND MODAL PLANS AND SUPPORTING DOCUMENTS*

Regional Transportation Safety Strategy (scheduled for adoption in Dec. 2018)

Metro State of Safety Report (completed in Jan. 2018)

Regional Emerging Technology Strategy (scheduled for adoption in Dec. 2018)

Regional Freight Strategy (scheduled for adoption in Dec. 2018)

Regional Transit Strategy (scheduled for adoption in Dec. 2018)

Southwest Corridor Project Locally Preferred Alternative (scheduled for adoption in Oct. 2018)

Regional Travel Options Strategy (scheduled for adoption in May 2018)

Portland Region 2016 Traffic Performance Report (prepared by ODOT Region 1 in June 2017)

Division Transit Project Locally Preferred Alternative (adopted in June 2017)

Climate Smart Strategy (adopted in Dec. 2014)

Regional Active Transportation Plan (adopted in July 2014)

East Metro Connections Plan (adopted in June 2013)

Regional Transportation System Management and Operations Strategic Plan (adopted in Aug. 2010)

Sunrise Project Locally Preferred Alternative (adopted in July 2009)

I-5/Columbia River Bridge Replacement Locally Preferred Alternative (adopted in July 2008)

* Supporting documents were adopted by the Metro Council and Joint Policy Advisory Committee on Transportation (JPACT), unless otherwise noted.

Attachment 2 PROPOSED CHANGES HAVE BEEN ACCEPTED

SHARED VISION FOR THE REGIONAL TRANSPORTATION SYSTEM

Transportation planning and investment decisions and the region's desired land use, social, economic and environmental outcomes are so interconnected that success of the 2040 Growth Concept hinges significantly on achieving the plan's goals and objectives.

The RTP vision statement represents an aspirational view of the future of the region's transportation system and reflects the values and desired outcomes expressed by the public, policymakers and community and business leaders engaged in development of the Regional Transportation Plan.

In 2040, everyone in the Portland metropolitan region will share in a prosperous, equitable economy and exceptional quality of life sustained by a safe, reliable, healthy, and affordable transportation system with travel options.

Approved by the Metro Policy Advisory Committee, Joint Policy Advisory Committee on Transportation, and the Metro Council in May 2017.

This vision is further described through the goals and objectives presented in this chapter.

Table of contents

	Page
Goal 1: Vibrant Communities	2
Goal 2: Shared Prosperity	3
Goal 3: Transportation Choices	4
Goal 4: Reliability and Efficiency	5
Goal 5: Safety and Security	6
Goal 6: Healthy Environment	7
Goal 7: Healthy People	8
Goal 8: Climate Protection	9
Goal 9: Equitable Transportation	10
Goal 10: Fiscal Stewardship	11
Goal 11: Transparency and Accountability	12

Attachment 2 PROPOSED CHANGES HAVE BEEN ACCEPTED

GOAL 1: Vibrant Communities

The greater Portland region is a great place to live, work and play where people can afford to live and can easily reach jobs, schools, shopping, services, and recreational opportunities from their home whether by walking, biking, transit, shared trip or driving.

- Objective 1.1 2040 Growth Concept Implementation Focus growth and investment in designated 2040 growth areas (the Portland central city, regional and town centers, corridors, main streets, and employment and industrial areas).
- Objective 1.2 Walkable Communities Increase the share of households in walkable, mixed-use areas served by frequent transit service.
- Objective 1.3 Affordable Location-Efficient Housing Choices –
 Increase the number and diversity of regulated affordable housing units within walking distance of frequent transit service.
- Objective 1.4 Access to Community Places¹ Increase the number and types of community places that households can reach within a reasonable travel time for all modes of travel.

Summary of changes from 2014 RTP

- Previous title: Foster Vibrant Communities and Efficient Urban Form
- Goal statement revised to be more people and place focused
- Objective 1.1 revised for more consistency with Transportation Planning Rule and to better reflect intent
- Old Objective 1.2
 Parking Management revised and moved to Transportation System Management and Operations policies
- New Objective 1.2 added to reflect Climate Smart Strategy policy outcome
- Objective 1.3 Affordable Housing revised to integrate Old Objective 8.3 Housing Diversity language with concept of "Support the preservation and production of regulated affordable housing units and managing the impacts of new transportation investments on housing affordability" included in new equity policy section.
- New Objective 1.4 added to reflect priority transportation equity outcome

2

¹ Community places is defined as key local destinations such as schools, libraries, grocery stores, pharmacies, hospitals and other medical facilities, general stores, and other places that provide key services and/ or daily needs.

Attachment 2 PROPOSED CHANGES HAVE BEEN ACCEPTED

GOAL 2: Shared Prosperity

People have access to jobs, goods and services and businesses have access to workers, goods and markets in a diverse, inclusive, innovative, sustainable and strong economy that equitably benefits all of the people and businesses of the greater Portland region.

- Objective 2.1 Connected Region Build an integrated system of throughways, arterial streets, freight routes and intermodal facilities, transit services and bicycle and pedestrian facilities, with efficient connections between modes, that provide access to jobs, markets and other destinations within and beyond the region.
- Objective 2.2 Access to Industry and Freight Intermodal Facilities

 Increase access to industry and freight intermodal facilities by a seamless freight transportation system that includes air cargo, pipeline, trucking, rail, and marine services to facilitate efficient and competitive shipping choices for goods movement in, to and from the region.
- Objective 2.3 Access to Jobs and Talent Attract new businesses and family-wage jobs and retain those that are already located in the region to increase the number and types of jobs that households can reach within a reasonable travel time.
- Objective 2.4 Transportation and Housing Affordability Reduce the share of income that households in the region spend on transportation to lower overall household spending on transportation and housing.

- Previous title: Sustain Economic Competitiveness and Prosperity
- Goal statement reworded
- Objective 2.1 previously titled Reliable and Efficient Travel and Market Area Access revised to remove overlap with Objectives 2.2 and 2.3 and focus on providing integrated system that provides access to jobs, markets and other destinations
- Old Objective 2.2 –Regional Passenger Connectivity integrated with Objective 2.1 (and reflected in transit policies)
- Old Objective 2.3
 Metropolitan Mobility (now Objective 4.6 Mobility and Reliability) revised to focus on person-trip and freight mobility and reliability to better tie to MAP-21
- New Objective 2.2 Access to Industry and Freight Intermodal Facilities – moved from Goal 3 – Objective 3.4 Shipping Choices
- Old Objective 2.3 Freight Reliability -integrated in updated Objective 2.2 and new Objective 2.3
- New Objective 2.3 added to reflect new emphasis on multimodal access to jobs
- Old Objective 2.5 Job Retention and Creation – integrated into updated Objective 2.3
- New Objective 2.4 moved from Goal 8 – Objective 8.4 Transportation and Housing Costs to broaden prosperity considerations to include reduced spending on housing and transportation

Attachment 2 PROPOSED CHANGES HAVE BEEN ACCEPTED

GOAL 3: Transportation Choices

People throughout the region have convenient, healthy and affordable options that connect them to jobs, school, services, and other destinations, support active living and reduce transportation-related pollution.

- Objective 3.1 Travel Choices Increase shared trips and walking, bicycling, and use of transit to achieve regional mode share targets.
- Objective 3.2 Active Transportation System Completion –
 Complete all gaps in regional bicycle and pedestrian networks.
- **Objective 3.3 Access to Transit** Increase household and job access to frequent transit service.
- Objective 3.4 Access to Active Travel Options Increase household and job access to planned regional bike and walk networks.

- Previous title: Expand Transportation Choices
- Description reworded, references reducing pollution
- Goal 3 revised to be more focused on people and reducing drive alone trips and reliance on the automobile
- Objective 3.1 updated title from Travel Choices
- Old Objective 3.2 Vehicle Miles of Travel moved to Objective 8.3
- New Objective 3.2 added to explicitly track completion of the regional active transportation network
- Old Objective 3.3 Equitable Access and Barrier Free Transportation moved to New Objective 9.2
- New Objective 3.3 Access to Transit added to reflect equitable outcomes and related measure
- Old Objective 3.4 Shipping Choices moved to Goal 2, Objective 2.3 Access to Freight and Freight Intermodal Facilities and freight network policies
- New Objective 3.4 Access to Active Travel Optionsadded to reflect equitable outcomes and related measure

Attachment 2 PROPOSED CHANGES HAVE BEEN ACCEPTED

GOAL 4: Reliability and Efficiency

People and businesses are able to reliably and efficiently reach their destinations because the transportation system is managed and optimized to ease congestion and improve mobility for people and moving freight.

- Objective 4.1 Travel Management Increase transit, freight, arterial and throughway corridors that are actively managed using real-time data and decision-making systems.
- Objective 4.2 Travel Information Increase travelers, households and businesses with access to comprehensive, integrated, universally accessible, and real-time travel information.
- Objective 4.3 Incident Management Reduce incident clearance times on the region's transit, arterial and throughway networks through improved traffic incident detection and response.
- Objective 4.4 Demand Management Increase households and businesses with access to outreach, education, incentives and other tools that increase shared trips and use of travel options.
- Objective 4.5 Congestion Pricing Consider pricing strategies to manage vehicle congestion and encourage shared trips and use of transit.
- Objective 4.6 Regional Mobility Maintain reasonable persontrip and freight mobility and reliable travel times for all modes in the region's major travel corridors.

- Previous title: Emphasize
 Effective and Efficient
 Management of the
 Transportation System
- Description updated to people and business focus
- Revised objectives to be measurable and reflect Climate Smart Strategy monitoring targets
- Objective 4.1 title updated from Traffic Management and revised to add specificity
- Objective 4.2 title updated from Traveler Information and revised to add specificity
- Objective 4.3 wording slightly revised
- Objective 4.4 wording slightly revised
- Objective 4.5 wording simplified
- New Objective 4.6 was moved from Goal 2, Old Objective 2.3 Metropolitan Mobility and revised to focus on person-trip and freight mobility and reliability to better tie to MAP-21 measures

Attachment 2 PROPOSED CHANGES HAVE BEEN ACCEPTED

GOAL 5: Safety and Security

People's lives are saved, crashes are avoided and people and goods are secure when traveling in the region.

- **Objective 5.1 Transportation Safety** Eliminate fatal and severe injury crashes for all modes of travel.
- **Objective 5.2 Transportation Security** Reduce the vulnerability of the public and critical passenger and freight transportation infrastructure to crime and terrorism.

- Previous title: Enhance Safety and Security
- Description reworded
- Objective 5.1 updated to reflect Vision Zero goal for RTP
- Objective 5.2 updated to include reference to terrorism from Objective 5.3
- Objective 5.3 moved to new Goal 10 Fiscal Stewardship -Objective 10.2 Preparedness and Resiliency

Attachment 2 PROPOSED CHANGES HAVE BEEN ACCEPTED

GOAL 6: Healthy Environment

The greater Portland region's environmental, water, historic and cultural resources are protected and preserved.

- Objective 6.1 Environmental Resources Avoid, minimize or mitigate negative impacts on fish and wildlife habitat conservation areas and protected water features.
- Objective 6.2 Historic and Cultural Resources Avoid, minimize or mitigate negative impacts on protected historic and cultural resources.
- **Objective 6.3 Water Quality and Quantity** Protect the region's water quality and natural stream flows.
- Objective 6.4 Energy Conservation Reduce transportationrelated consumption of energy and reliance on sources of energy derived from petroleum and gasoline.

- Previous title: Promote Environmental Stewardship
- Description slightly reworded
- 6.1 title updated from Natural Environment
- Old Objective 6.2 Clean Air moved to Goal 7 Healthy People Objective 7.3
- New Objective 6.2 Historic and Cultural Resources added to respond to federal metropolitan planning requirements
- Objective 6.4 was titled Energy and Land Consumption, reference to land consumption removed (fulfills federal metropolitan planning requirements)
- Objective 6.5 Climate Change moved to Goal 8 Climate Protection Objective 8.2

Attachment 2 PROPOSED CHANGES HAVE BEEN ACCEPTED

GOAL 7: Healthy People

People enjoy safe, comfortable and convenient travel options that support active living and increased physical activity, and transportation-related pollution that negatively impacts public health are minimized.

- Objective 7.1 Active Living Improve public health by providing safe, comfortable and convenient transportation options that support active living and physical activity to meet daily needs and access services.
- **Objective 7.2 Pollution Impacts** Minimize noise, run-off and other transportation-related pollution health impacts.
- Objective 7.3 Clean Air Reduce transportation-related air pollutants, including and air toxics emissions.

- Previous title: Enhance Human Health
- Objective 7.1 Active Living slightly reworded
- Objective 7.2 reflected in Arterial and Throughway Network, Transit Network and Freight Network policies
- New Objective 7.3 moved from Objective 6.2 to reflect connection between clean air and public health

Attachment 2 PROPOSED CHANGES HAVE BEEN ACCEPTED

Goal 8: Climate Protection²

The health and prosperity of people living in the greater Portland region are improved and the impacts of climate change are minimized as a result of reducing transportation-related greenhouse gas emissions.

- Objective 8.1 Climate Smart Strategy Implementation Implement policies, investments and actions identified in the adopted Climate Smart Strategy, including coordinating land use and transportation; making transit convenient, frequent, accessible and affordable; making biking and walking safe and convenient; and managing parking and travel demand.
- Objective 8.2 Greenhouse Gas Emissions Reduction Meet adopted targets for reducing transportation-related greenhouse gas emissions.
- Objective 8.3 Vehicle Miles Traveled Reduce vehicle miles traveled per capita.
- Objective 8.4 Low and No Emissions Vehicles Support state
 efforts to transition Oregon to cleaner, low carbon fuels and
 increase the use of more fuel-efficient vehicles, including electric
 and alternative fuel vehicles.
- Objective 8.5 Climate accountability Track progress
 implementing the regional strategy to meet adopted targets for
 reducing greenhouse gas emissions from light-duty vehicle travel.

- Was Goal 11
- Previous title: Demonstrate Leadership on Reducing Greenhouse gas Emissions
- Description reworded
- Old Goal 8 Ensure Equity now Goal 9 Equity
- New Objective 8.1 Climate Smart Strategy Implementation combines and consolidates Old Objectives 11.1 Land Use and Transportation Integration, 11.3 Regional and Community Transit Network Access and 11.8 Streets and Highways Network into a single objective and is reflected in the Regional System policies section
- Old Objective 11.1 Land Use and Transportation Integration integrated into Goal 1 Objective 1.1 2040 growth Concept Implementation
- New Objective 8.2 Climate Protection updates Old Objective 6.5 Climate Change
- New Objective 8.3 Vehicle Miles Traveled was Objective 3.2.
- New Objective 8.4 Low and No Emissions Vehicles was Objective 11.2 Clean Fuels and Clean Vehicles
- New Objective 8.5 was Objective 11. 9 Metro Actions and Objective 11.9 Partner Actions
- Old Objectives 11.4, 11.5, 11.6, and 11.7 integrated into Goals

² Goal 11: Demonstrate Leadership on Reducing Greenhouse Gas Emissions" was adopted by Ordinance No. 14-1346B in December 2014 and was amended into Chapter 2- Transportation of the Regional Framework Plan, and the 2014 RTP.

Attachment 2 PROPOSED CHANGES HAVE BEEN ACCEPTED

GOAL 9: Equitable Transportation

People have access to safe, healthy and affordable transportation and housing choices and the transportation-related disparities and barriers experienced by historically marginalized communities, particularly communities of color, are eliminated.

- Objective 9.1 Transportation Equity Reduce existing disparities and avoid disproportionate adverse impacts to historically marginalized communities related to access, safety, affordability, and health outcomes, with a focus on race.
- Objective 9.2 Barrier Free Transportation Reduce barriers in the transportation system affecting historically marginalized communities, with a focus on race, and serve the travel needs of people with low income, youth, older adults and people with disabilities.

- Previous title: Ensure Equity
- Was Goal 8
- Goal statement was updated to more specifically reflect equity outcomes and address reducing disparities and barriers. Given that people of color are the most likely to face significant barriers related to access, safety, affordability, and health outcomes, focusing on reducing the barriers faced by those communities is the most effective way to reduce barriers for all historically marginalized communities.
- Objective 9.1
 Environmental Justice was
 Objective 8.1 and replaced
 by Transportation Equity
 objective
- Objective 9.2 Barrier Free Transportation was Objective 8.2 Coordinated Human Services Transportation Needs
- Old Objective 8.3 Housing Diversity, integrated into Objective 1.2 Affordable Location Efficient Housing Choices
- Old Objective 8.4
 Transportation and
 Housing Costs moved to
 Goal 2 Objective 2.5
 Housing and
 Transportation Costs

Attachment 2 PROPOSED CHANGES HAVE BEEN ACCEPTED

GOAL10: Fiscal Stewardship

Regional transportation planning and investment decisions provide the best return on public investments.

- Objective 10.1 Infrastructure Condition Adequately maintain existing regional transportation infrastructure and services to maximize their useful life, minimize maintenance costs, and eliminate maintenance backlogs.
- Objective 10.2 Preparedness and Resiliency Reduce vulnerability of regional transportation infrastructure to natural disasters, climate change and hazardous incidents.
- 10.2Objective 10.3 Sustainable Funding Develop new revenue sources to offset projected declines in gas taxes and other current sources to build, operate and maintain the regional transportation system.
- **Objective 10.4 Efficient Project Delivery** Reduce unnecessary project delivery delays (which add to project costs).

- Was Goal 9
- Previous title: Ensure Fiscal Stewardship
- Goal statement slightly reworded
- Objective 10.1 Infrastructure Condition was Objective 9.1 Asset Management
- Old Objective 9.2 Maximize Return on Public Investment integrated into goal description
- New Objective 10.2
 Preparedness and
 Resiliency moved from
 Goal 5 Objective 5.3
 Terrorism, Natural
 Disasters and Hazardous
 Materials Incidents and
 slightly revised (terrorism integrated into Objective 5.2)
- Objective 10.3 Sustainable Funding was Objective 9.3 Stable and Innovative Funding
- New Objective 10.4
 Efficient Project Delivery added to respond to MAP-21 national goal

Attachment 2 PROPOSED CHANGES HAVE BEEN ACCEPTED

GOAL 11: Transparency and Accountability

The public and affected stakeholders have meaningful opportunities to provide input on regional transportation decisions that are guided by data and analyses, meaningful engagement and performance-based planning, and government, business and community leaders collaborate in an open and transparent manner.

- Objective 11.1 Meaningful Public Engagement Increase public engagement and input in all levels of decision-making in developing and implementing the regional transportation plan with a focus on vulnerable populations and historically marginalized communities, particularly people of color, English language learners and people with low income.
- Objective 11.2 Meaningful Stakeholder Engagement Increase stakeholder engagement and input in all levels of decisionmaking, in developing and implementing the regional transportation plan, including local, regional, state and federal transportation agencies and transportation providers, resource agencies, business and community stakeholders, and owners and operators of the regional transportation system.
- Objective 11.3 Performance-Based Planning Make transportation investment decisions using a performance-based planning approach aligned with the RTP goals, and supported by meaningful engagement and multimodal data and analysis.
- Objective 11.4 Coordination and Cooperation Improve coordination and cooperation among the owners and operators of the region's transportation system.

- Was Goal 10
- Previous title: Deliver Accountability
- Goal statement slightly updated
- Objective 11.1 was
 Objective 10.1 Meaningful
 Input Opportunities
 updated to focus on public
 engagement, particularly
 vulnerable populations and
 historically marginalized
 communities
- New Objective 11.2 was part of Objective 10.1 but separated to distinguish between public and stakeholder engagement
- New Objective 11.3 added to reflect MAP-21 performance based planning requirements for regional transportation planning and decisionmaking process)
- Objective 11.4 was
 Objective 10.2; revised to focus on coordination and cooperation

The Regional Transportation Plan, or RTP, includes a broad range of policies, each describing a preferred direction or course of action to achieve desired outcomes. The policies, if implemented, will help the region make progress toward the RTP's vision, goals and objectives for the regional transportation system.

The policies guide the development and implementation of the regional transportation system, informing regional transportation planning and investment decisions made by the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council. However, it is unlikely that all policies will be relevant to every decision. The JPACT and the Metro Council will weigh and balance applicable policies. In cases where there are competing directions embodied by different policies, JPACT and the Metro Council retain the authority to choose the direction they believe best embodies the RTP vision and goals as a whole.

Table of contents

	Page
Transportation Safety Policies	2
This is a new policy section for the RTP. The policies are reflected in the draft Regional	
Transportation Safety Strategy.	
Transportation Equity Policies	3
This is a new policy section for the RTP and overlaps with other policy sections.	
Climate Smart Strategy Policies	4
This will be a new policy section for the RTP and overlaps with other policy sections.	
Arterial and Throughway Network Policies	5
These policies are reflected in the 2014 RTP and will serve as a starting point for the planned	
update to the region's interim mobility policy.	
Transit Network Policies	6
These policies are reflected in the 2014 RTP. Existing and updated policies are reflected in the	
draft Regional Transit Strategy.	
Freight Network Policies	7
These policies are reflected in the 2014 RTP. Existing and updated policies are reflected in the	
draft Regional Freight Strategy.	
Bicycling Network Policies	8
These policies are reflected in the 2014 RTP. Existing policies are reflected in the Regional	
Active Transportation Plan.	
Pedestrian Network Policies	8
These policies are reflected in the 2014 RTP. Existing policies are reflected in the Regional	
Active Transportation Plan.	
Transportation System Management and Operations Policies	9
These policies are reflected in the 2014 RTP. Existing and updated policies are reflected in the	
relevant parts of the draft Regional Travel Options Strategy and will serve as a starting point for	
the planned update to the TSMO Strategy.	
Emerging Technology Policies	10
This is a new policy section for the RTP. The policies are reflected in the draft Regional	
Emerging Technology Strategy.	

The draft policies that follow reflect feedback provided at a joint workshop of the Transportation Policy Alternatives Committee and Metro Technical Advisory Committee on April 4.

Transportation Safety Policies (this policy section is new to the RTP)

- **1.** Focus safety efforts on eliminating traffic deaths and severe injury crashes. (new for consistency with and to support implementation of updated draft safety strategy)
- 2. Prioritize safety investments, education and equitable enforcement on high injury and high risk corridors and intersections, with a focus on reducing speed and speeding. (new for consistency with and to support implementation of updated draft safety strategy)
- 3. Prioritize investments that benefit people with higher risk of being involved in a serious crash, including people of color, people with low incomes, people with disabilities, people walking, bicycling, and using motorcycles, people working in the right-of-way, youth and older adults. (new for consistency with and to support implementation of updated draft safety strategy)
- 4. Prioritize safety considerations for all modes of travel and for all people in the planning, identification of gaps and deficiencies, investment decisions, design, construction, operation and maintenance of the transportation system, with a focus on reducing vehicle speeds. (new for consistency with and to support implementation of updated draft safety strategy)
- 5. Make safety a key consideration in all transportation projects and avoid replicating or exacerbating a known safety problem with any project or program. (new for consistency with and to support implementation of updated draft safety strategy)
- 6. Employ a Safe System approach and use data and analysis tools and performance monitoring to support data-driven decision-making. (new for consistency with and to support implementation of updated draft safety strategy)
- 7. Utilize safety and engineering best practices to identify low-cost and effective treatments that can be implemented systematically in shorter timeframes than large capital projects. (new for consistency with and to support implementation of updated draft safety strategy)
- 8. Prioritize investments, education and equitable enforcement that increase individual and public security while traveling by reducing intentional crime, such as harassment, targeting, and terrorist acts, and prioritize efforts that benefit people of color, people with low incomes, people with disabilities, women and people walking, bicycling and taking transit. (new for consistency with and to support implementation of updated draft safety strategy)
- 9. Make safety a key consideration when defining system adequacy (or deficiency) for the purposes of planning or traffic impact analysis. (new for consistency with and to support implementation of updated draft safety strategy)

Transportation Equity Policies (this policy section is new to the RTP)

- 1. Embed equity into the planning and implementation of transportation projects, programs, policies and strategies to comprehensively consider the benefits and impacts of transportation and eliminate disparities and barriers experienced by historically marginalized communities, particularly communities of color and people with low income. (new; supports implementation of Title VI, Executive Order 12989 and Metro's Strategic Plan to Advance Racial Equity, Diversity and Inclusion)
- 2. Ensure investments in the transportation system anticipate and minimize the effects of displacement and other affordability impacts on historically marginalized communities, with a focus on communities of color and people with low income. (new; supports implementation of Title VI, Executive Order 12989 and Metro's Strategic Plan to Advance Racial Equity, Diversity and Inclusion)
- 3. Focus and prioritize transportation investments that eliminate disparities and barriers for historically marginalized communities related to safety, access, affordability, and community health, with a focus on communities of color and people with low income. (new; supports implementation of Title VI, Executive Order 12989 and Metro's Strategic Plan to Advance Racial Equity, Diversity and Inclusion)
- 4. Use inclusive decision-making processes that provide meaningful opportunities for communities of color and other historically marginalized communities to engage in the development and implementation of transportation plans, projects and programs. (new; supports implementation of Title VI, Executive Order 12989 and Metro's Strategic Plan to Advance Racial Equity, Diversity and Inclusion)
- 5. Use engagement and other methods to collect and assess data to understand the transportation-related disparities, needs, and priorities of communities of color and other historically marginalized communities. (new; supports implementation of Title VI, Executive Order 12989 and Metro's Strategic Plan to Advance Racial Equity, Diversity and Inclusion)
- 6. Evaluate transportation plans, policies, programs and investments to understand the extent to which transportation-related disparities and barriers experienced by communities of color and other historically marginalized communities are being eliminated. (new; supports implementation of Title VI, Executive Order 12989 and Metro's Strategic Plan to Advance Racial Equity, Diversity and Inclusion)
- 7. Support family-wage job opportunities and a diverse construction workforce through inclusive hiring practices and contracting opportunities for investments in the transportation system. (new; supports implementation of Title VI, Executive Order 12989 and Metro's Strategic Plan to Advance Racial Equity, Diversity and Inclusion and the Construction Career Pathways Program)

Climate Smart Strategy Policies

- **1. Implement adopted local and regional land use plans.** (existing in the adopted Climate Smart Strategy)
- **2. Make transit convenient, frequent, accessible and affordable.** *(existing in the adopted Climate Smart Strategy)*
- **3.** Make biking and walking safe and convenient. (existing in the adopted Climate Smart Strategy)
- **4. Make streets and highways safe, reliable and connected.** *(existing in the adopted Climate Smart Strategy)*
- 5. Use technology to actively manage the transportation system and ensure that new and emerging technology affecting the region's transportation system supports shared trips and other Climate Smart Strategy policies and strategies. (existing in the adopted Climate Smart Strategy)
- **6. Provide information and incentives to expand the use of travel options.** (existing in the adopted Climate Smart Strategy)
- 7. Make efficient use of vehicle parking spaces through parking management and reducing the amount of land dedicated to parking. (existing in the adopted Climate Smart Strategy)
- 8. Support Oregon's transition to cleaner fuels and more fuel-efficient vehicles in recognition of the external impacts of carbon and other vehicle emissions. (existing in the adopted Climate Smart Strategy)
- 9. Secure adequate funding for transportation investments that support the Climate **Protection goal and objectives.** (existing in the adopted Climate Smart Strategy)

Arterial and Throughway Network Policies

- 1. Preserve and maintain the region's arterial and throughway network in a manner that improves safety, security and resiliency while minimizing life-cycle cost and impact on the environment. (new to address MAP-21 asset management and resiliency requirements)
- 2. Use the Regional Mobility Policy and safety data to identify arterial and throughway network deficiencies. (added; reflects existing RTP interim mobility policy)
- 3. Preserve capacity on the region's throughway network for longer regional, inter-regional and interstate travel. (added; reflects adopted RTP policy and Oregon Highway Plan 1A.)
- 4. Actively manage and optimize arterials according to their planned functions to improve reliability and safety, and maintain mobility and accessibility for all modes of travel. (added; reflects adopted RTP policy)
- 5. Strategically expand the region's throughway network up to six travel lanes plus auxiliary lanes between interchanges to maintain mobility and accessibility and improve reliability for regional, inter-regional and interstate travel. (added; reflects adopted RTP policy and Oregon Highway Plan 1A.)
- 6. In combination with increased transit service, consider use of value pricing to manage congestion and raise revenue when one or more lanes are being added to throughways. (reflects existing RTP policies and requirements identified for RTP corridor refinement plans)
- 7. Complete a well-connected network of arterial streets ideally spaced at approximately 1 mile apart and planned for up to four travel lanes to maintain transit and freight mobility and accessibility and prioritize safe pedestrian, bicycle and transit access for all ages and abilities using Complete Street design approaches. (added; reflects adopted RTP policy)
- 8. Complete a well-connected network of collector and local streets that provide local circulation and direct vehicle, bicycle and pedestrian access to adjacent land uses and to transit for all ages and abilities. (revised to add more definition of adopted RTP policy; previously policy 2)
- 9. Minimize environmental impacts of the arterial and throughway network using Green Street infrastructure design approaches. (added; reflects adopted RTP policy)
- 10. Address safety needs on the arterial network through coordinated implementation of cost-effective crash reduction engineering measures, education, and enforcement. (new; reflects increased focus on improving safety using a Safe System approach)
- 11. Prior to adding new motor vehicle capacity beyond the planned system of arterial and throughway through lanes, demonstrate that system and demand management strategies, including access management, transit and freight priority and value pricing, transit service and multimodal connectivity improvements cannot adequately address arterial or throughway deficiencies and bottlenecks. (revisions reflect existing RTP policy, Oregon Transportation Plan policies and federal congestion management process, and increased focus on addressing regional bottlenecks and growing congestion with system and demand management strategies, transit expansion and connectivity improvements to support the most efficient and reliable travel outcomes; previously policy 3)

Transit Network Policies

- 1. Provide a seamless, integrated, affordable, safe and accessible transit network that serves people equitably, particularly communities of color and other historically marginalized communities, and people who depend on transit or lack travel options. (new)
- 2. Preserve and maintain the region's transit infrastructure in a manner that improves safety, security and resiliency while minimizing life-cycle cost and impact on the environment. (new to address MAP-21 asset management and resiliency requirements)
- 3. Make transit more reliable and frequent by expanding regional and local frequent service transit and improving local service transit options. (minor revisions to consolidate policies and highlight frequency; combines policy 3 and 4)
- 4. Make transit more convenient by expanding high capacity transit; improving transit speed and reliability through the regional enhanced transit concept; and supporting expanded commuter rail and intercity transit service to neighboring communities. (minor revisions to consolidate policies and highlight convenience; combines policy 3 and 4)
- 5. Make transit more accessible by improving pedestrian and bicycle access to and bicycle parking at transit stops and stations and using new mobility services to improve connections to high-frequency transit when walking, bicycling, or local bus service is not an option. (minor revisions to add language on role of new mobility services)
- 6. Use emerging technology to provide better, more efficient transit service, focusing on meeting the needs of people for whom conventional transit is not an option. (new to add language on role of emerging technologies)
- 7. Ensure that transit is affordable, especially for people who depend on transit. (new to add language on transit affordability)

Freight Network Policies

- 1. Plan and manage our multimodal freight transportation infrastructure using a systems approach, coordinating regional and local decisions to maintain seamless freight movement and access to industrial areas and intermodal facilities. (minor revisions to add definition)
- 2. Manage the region's multimodal freight network to reduce delay, increase reliability and efficiency, improve safety and provide shipping choices. (minor revisions to integrate existing goals and policies identified 2010 freight plan, and RTP Objective on shipping choices)
- 3. Inform the public and decision-makers on the importance of freight and goods movement issues. (added to reflect adopted RTP policy)
- 4. Pursue a sustainable multimodal freight transportation system that supports the health of the economy, communities and the environment through clean, green and smart technologies and practices. (existing; previously policy 5)
- 5. Protect critical freight corridors and access to industrial lands by integrating freight mobility and access needs into land use and transportation plans and street design. (revised; previously policy 3)
- 6. Invest in the region's multimodal freight transportation system, including road, air, marine and rail facilities, to ensure that the region and its businesses stay economically competitive. (revised; previously policy 4)
- 7. Eliminate fatalities and serious injuries caused by freight vehicle crashes with passenger vehicles, bicycles and pedestrians, by improving roadway and freight operational safety. (new to address increased focus on safety for all modes of travel)

Bicycling Network Policies

- 1. Make bicycling the most convenient, safe and enjoyable transportation choice for short trips of less than three miles. (existing)
- 2. Complete an interconnected regional network of bicycle routes and districts that is integrated with transit and nature and prioritizes seamless, safe, convenient and comfortable access to urban centers and community places, including schools and jobs, for all ages and abilities. (existing; minor language refinements for consistency across all policies and to emphasize system completion)
- 3. Complete a green ribbon of bicycle parkways as part of the region's integrated mobility strategy. (existing; minor language refinement to emphasize system completion)
- 4. Improve bike access to transit and to community places for people of all ages and abilities. (existing; minor language refinement)
- 5. Ensure that the regional bicycle network equitably serves all people. (existing)

Pedestrian Network Policies

- 1. Make walking the most convenient, safe and enjoyable transportation choice for short trips of less than one mile. (existing)
- 2. Complete a well-connected network of pedestrian routes and safe street crossings that is integrated with transit and nature and prioritizes seamless, safe, convenient and comfortable access to urban centers and community places, including schools and jobs, for all ages and abilities. (existing; minor language refinements for consistency across all policies)
- 3. Create walkable downtowns, centers, main streets and station communities that prioritize safe, convenient and comfortable pedestrian access for all ages and abilities. (existing)
- 4. Improve pedestrian access to transit and community places for people all ages and abilities. (existing)
- 5. Ensure that the regional pedestrian network equitably serves all people. (existing)

Transportation System Management and Operations Policies

- **1.** Expand use of pricing strategies to manage travel demand on the transportation system. (added, reflects existing RTP policies and increased focus on addressing regional bottlenecks and growing congestion)
- 2. Expand use of access management, advanced technologies and other tools to actively manage the transportation system. (existing, minor revisions)
- 3. Provide comprehensive, integrated, universally accessible and real-time travel information to people and businesses. (existing, minor revisions)
- 4. Improve incident detection and reduce clearance times on the region's transit, arterial and throughway networks to reduce the impact of crashes on the transportation system. (existing, minor revisions)
- 5. Expand commuter programs, individualized marketing efforts and other tools throughout the region to increase awareness and use of travel options. (existing, minor revisions to reflect updates to Regional Travel Options Strategy)
- 6. Build public, non-profit and private sector capacity throughout the region to promote travel options. (existing, minor revisions to reflect updates to Regional Travel Options Strategy)
- 7. Manage parking in mixed-use centers and corridors served by frequent transit service and good biking and walking connections to reduce the amount of land dedicated to parking, encourage parking turnover, increase shared trips, biking, walking and use of transit, reduce vehicle miles traveled and generate revenue. (added; reflects existing RTP policy objective and Climate Smart Strategy policy area)

Emerging Technology Policies (this policy section is new to the RTP)

- 1. Make emerging technology accessible, available and affordable to all, and use technology to create more equitable communities. (new for consistency with and to support implementation of draft emerging technology strategy)
- 2. Use emerging technology to improve transit service, provide shared travel options throughout the region and support transit, bicycling and walking. (new for consistency with and to support implementation of draft emerging technology strategy)
- 3. Use the best available data to empower travelers to make the travel choices and to plan and manage the transportation system. (new for consistency with and to support implementation of draft emerging technology strategy)
- **4.** Advance the public interest by anticipating, learning from and adapting to new developments in technology. (new for consistency with and to support implementation of draft emerging technology strategy)
- 5. Prioritize technology projects, policies and partnerships that align with Metro's Emerging Technology Strategy Principles and the RTP Goals. (new for consistency with and to support implementation of draft emerging technology strategy)

Materials following this page were distributed at the meeting.



EQUITABLE HOUSING: ADU CODE AUDIT

Metro ADU Code Audit Project

Equitable
Housing
Initiative:
ADU Support

Metro Code 3.07.120(g): ADU Mandate



Audit Goals

- Are codes meeting Metro requirements, state SB 1051 requirements, and emerging best practices?
- Determine ADU production and interest levels
- □ Review related issues around SDCs, CC&Rs







Project Methodology

- Review published codes and materials for all 24 cities and 3 counties
- Interview selected city/county planning staff and ADU developers
- Gather ADU data from all jurisdictions
- 4. Promulgate ADU best regulatory practices

Bonus: Monitor and assist ADU regulatory updates

ADU Timeline

1997: Metro code requirement

2018: State deadline for ADU compliance

1999-2000:

Local code adoptions



ADU Production Trends



City	ADUs						
Washington County	54						
Hillsboro	47						
Tigard	26						
Oregon City	23						
Beaverton	18						
Hillsboro	10						
Happy Valley	10						
Milwaukie	9						
Gresham	7						
Fairview	7						
Wilsonville	7						
Lake Oswego	7						
Wood Village	2						
Troutdale	1						
Durham, King City, Rivergrove	0						

Audit Findings



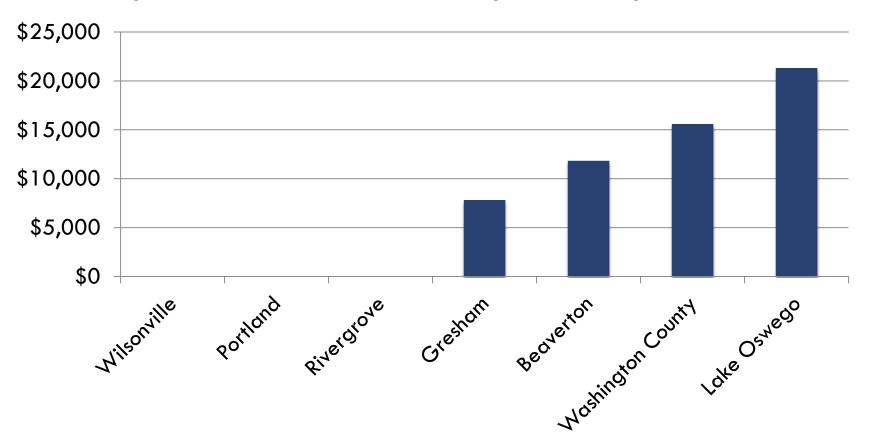






SDCs

- Complex methodology involving multiple agencies
- Rarely calibrated for ADUs specifically



Audit Action Steps

- Technical assistance to jurisdictions to implement
- □ Finalize and distribute code audit report
- Review updated regulations as released







	gulatory S	tandards for Acces		(ADU) in Metro Cities &	Counties, DRAFT March 12	2, 2018 Greatest opportunity to	o romovo barrioro											
Кеу:	POPULATION (2016	MEDIAN DETACHED UNITS # and		ostly in good snape with or	ps. to remove barrier	Greatest opportunity to												
	(2016 American Community Survey)	(2016 American Community Survey) % of total units (2016 American Community	TYPE AND NUMBER OF ADUS	WHERE ALLOWED	DIMENSIONAL STANDARDS	UNIT SIZE	COMPARISON TO ACCESSORY STRUCTURES	OCCUPANCY LIMITS	NUMBER OF RESIDENTS IN ADU	PARKING (For ADU and main dwelling) Concerns: Required on-street	DESIGN	OTHER STANDARDS	APPLICATION REQUIREMENTS	INFRASTRUCTURE REQUIREMENTS	INFORMATION/ INCENTIVES Best practices:	MOST RECENT CODE UPDATES	CODE REFERENCE	Notes/Questions
<u>Description</u>	Cities less than 2,500 exempt from SB 1051, but not Metro reqs	Higher prices expected to create greater pressure for ADU abundance of evelopment continued in the continued of the continued of the continued of the creation of the continued of the creation of the creatio	Requirement: Allow minimum of one ADU per detached dwelling rather than per lot to comply with SB 1051. Best practices: Allow attached and detached ADUs, allow more than one ADU per residence. One ADU permitted per property	Limitations on which homes, lots qualify.	Concerns: Overly restrictive setbacks, height, or other dimensions that tie ADU to main dwelling.	Concerns: Restrictive maximum size (below 800 SF), restrictive minimum size (above 300 SF), size tied to main dwelling, size tied to number of ADU occupants ADU limited to no more than 50% of the	Best practices: Similar dimensional, design standards for nonresidential accessory structures for fairness, limiting temptation to skirt ADU regulations. Concerns: More permissive dimensional, design standards than ADUs. Residential lots 10,000 SF or less are limited	Concerns: Owner occupancy requirements, covenants required on occupancy requirements, and short-term rental limitations.	Concerns: Occupancy caps shared between ADU and main dwelling, ADU occupancy limit.	parking for ADU, more than one required off-street space for main unit, parking replacement if displaced by ADU. Best practices: No off-street parking for ADU, no requirement to replace any displaced parking, allow tandem	Concerns: Requiring compatibility with main dwelling, requiring specific architectural styles or restrictive materials palette. ADII design must be similar to main		Best practices: Review ADUs at building permit stage. Concerns: Conditional use or other land use review. Type 1 land use application, in	Concerns: High SDCs relative to other residential types, requirement for separate utility connections triggers for frontage improvements. Partial SDCs may be charged:	Financial incentives such as SDC waivers, permit fee waivers, expedited permit review; educational materials; City technical assistance.	g Original ORD	Regulations in Chapter 20, 40.05 and	
Beaverton, OR		median home value: \$1,094 median rent	with a detached single-family dwelling: conversion, new attached, and converted/new detached allowed.	Detached single-family dwellings and ADUs permitted in all R zones, C zones (except neighborhood commercial). Several MX zones permit detached dwellings but not ADUs. Only lots with one detached dwellings but not ADUs. Only lots with one detached dwellings are permitted to add an ADU.	Accessory dwellings must be consistent with the applicable setback, height and lot coverage standards of the district.	gross floor area of the main dwelling or 800 square feet, whichever is less.	to combined 500-SF footprint for accessory structures, max one story or 15-foot height, separated from main dwelling by minimum 6 feet, 3-10-foot setback from property line. Applies to detached garages, guesthouses w/out kitchen, storage and similar. No design compatibility standards.	No owner-occupancy requirement, no short-term rental restrictions.	unit; definition of dwelling unit ties to family which is limited to 5 people for all dwelling units including ADUs.	ADU and one for the main dwelling. Minimum dimensions 8.5 x 18.5 ft, appear to be allowed in driveways and yards and can back onto the street.	ADU design must be similar to main dwelling in terms of materials, roof pitch, trim, windows, and eaves in terms of type, size, placement and finish. The entrance to the accessory dwelling unit shall not face the front property line.	,	additional to building permit review, exempt from design review in R and C zones.	Minimum \$5,423 transportation development tax and \$5,400 Park SDC (half the SF rate). \$5,500 sewer but only if over 1,000SF and ADUs are limited to 800SF; water only for a new meter, school only for new SF.	code), application form.	4048 July 1998, amended ORD 4224 Aug 2002, ORD 4265 Oct 2003	60.50.03. https://www.beavertonoregon.gov/463/ Development-Code	
Evaluation & potential changes			dwelling rather than per property, consider allowing two ADUs.	ADUs on lots with more than one detached dwelling.	No concerns, standards are same as for main dwelling.	Increase percentage of gross floor area allowed for ADU size.	Dimensions are more restrictive than ADUS making them less appealing as an alternative, with possible exception of side setbacks. But design standards do not apply to accessory structures that would apply to ADUS.	No concerns	No concerns	Remove off-street parking requirement for ADUs.	Relatively objective standards for design, but consider removing or simplifying.		Detailed Type I application requirements could be reduced, combined with building permit review. If allowed in MX zones, exemnt ADUs from design	Reduce SDCs.	applicable codes and typics process, application requirements could be reduced	of .		
Cornelius, OR	12,241	\$193,300 2,222 units, median forms value: \$867 median rent	Attached and detached ADUs permitted, in new and existing/converted structured sout number or whether the about number or whether the about number or whether the are allowed on a per lot or per dwelling basis.	with single-family detached or attached	20 feet from front property line, 3 feet from	principal dwelling size, minimum size of 250 SF for one occupant or 500 SF for two occupants. Max lot coverage of 50% for all	for ADUs, which may be 800 SF and accessory structures limited to 450 SF unless	Owner occupancy of the principal develing or ADU required, no convenant requirements.	Limited to two occupants.	One parking space for the main develing and one additional off-street parking space for the ADU are required, within 100 feet of the Welling and planning commission waives the ADU parking requirement.	ADU architectural design and building materials must be Consistent with the principal dwelling, only one front door tacing the street.		Type I design review required, same as single-family homes, knowever, larger structures or trigger conditional use review.	Remodels or garage additions- presumably ncluding ADUS- trigger paving improvements to driveway. No stated exemption driveway, No stated exemption from SDCs for ADUs- Parks residential SDCs based on average occupancy of 3,3 and average occupancy of 3,3 and average occupancy of 4,3 and participant of the state of the participant of the state of the state of the participant of the state of the state of the participant of the state o	None known.	Original Ord 810 2000, no amendments	Regulations in 18 20 090, identical in 18 25 090, accessory structures in 18 18 00 110.	confirm whether accessory structure is limited at CCC 18.150.010 apply to accessory structure, such as detached garages, used for an ADU under CCC 18.2.000.0 Confirm and CCC 18.2.000.0 CONFIRM ADVISION AND ADVIS ADVI
Evaluation & potential changes			Add regulation to permit at least one ADU for each detached dwelling, consider allowing two ADUs per dwelling or lot.	Allowed in all R zones, and even with attached SF dwellings in multifamily zone.	Clarify relationship between accessory structure standards in 18.150.010 and ADU standards in 18.20.090. Allow footprint greater than 450 SF, permit two-story construction without	Increase percentage of gross floor area allowed as ADU, and remove link between size and occupants.	No concerns about dimensional standards. But design standards for "compatibility" apply to ADUs and not to accessory structures.	Remove owner-occupancy requirement.	Remove ADU occupancy limit.	Remove off-street parking requirement for ADUs, or at a minimum, exempt all ADUs with on-street parking available without requiring planning commission	Clarify how "consistency" can be demonstrated in clear and objective standards, or remove requirement.		Remove conditional use review requirement for larger structures, implicit planning commission review for ADUs	Develop reduced SDC rates for ADUs, or waive SDCs.	Provide clearer information about process and forms, similar to single-family fee sheet.	2	and of	connections are required.
Durham, OR	1,417	\$455,500 320 units, 54.4% sales: \$896 median rent	on whether ADUs permitted per	ADUs permitted in single-family zone where detached SF dwellings are a permitted use. ADUs are also permitted in MF zone, though new SF detached dwellings are not permitted in the zone.	Annothismod use peadous Height and setbacks same as for primary dwelling.	Max size limited to 600 SF or 33% of the primary dwelling (excluding garage), whichever is less.	Accessory structures may be placed in rear yard setback if they meet building code separation requirements, no other special standards for accessory structures such as design.	Primary dwelling must be owner occupied, and City may require deed restriction.	Maximum of 2 occupants in ADU.	One space required for main dwelling, no requirement specific to ADU. Garages converted to ADUs must be replaced by a new garage, presumably to provide parking, but garages are not generally required for SF detached homes.	A new entrance for the ADU may not be added to the primary dwelling's main façade. Site design regulations of the base zone apply to the ADU. Attached ADUs created through expansion must have the same or similar exterior materials, siding, roof pitch, trim, windows, and eaves.		Type 1	Park SDC applies per home, no info on ADU applicability.	One-page handout summarizing ADU requirements. http://www.durham- oregon.us/LinkClick.aspxi nk-DEVELOPMENT+STAM ARDS.pdfktabid-1160&m -1848&language-en-US	ID	Section 7.1, http://www.durham- oregon.us/Planning/LandUseCode/tabid.	impact feasibility of developing detached ADU, or at least increase costs. Minimum driveway requirements, including width up to 20 feet, may also limit available area for ADU construction. Not clear about SDCs, parking
Evaluation & potential changes			Add regulation to explicitly permit at least one ADU for each detached dwelling, consider allowing two ADUs per dwelling or lot.	Allowed in all R zones.	No concerns, standards are same as for main dwelling.	increase percentage of gross floor area allowed as ADU, and increase max size to 800 SF.	No differentiated dimensional standards for accessory structures, no size limits, and no design requirements make them much easier to build than ADU.	Remove owner-occupancy requirement and discretionary deed requirement.	Remove ADU occupancy limit.	Clarify parking requirements for ADU, preferably no parking requirement. Remove requirement to replace garage if converted to ADU, since garages not atherwise required, and allow any needed replacement parking to be covered or	Relatively objective standards for design, but consider removing or simplifying.		Type 1, combine with building permit if possible.	Provide more information about SDC rates for ADUs, consider alternative rates or waiver.	Provide information about fees, overview of review process, links to application forms.	n	1160/language/en-US/Default.aspx	requirements.
Fairview, OR	9,215	\$211.600 1,709 units, median home value: \$1,033 median rent	Maximum of one ADU per lot per lot per lot per lot per lot all to the lot per lot attached, detached cottage, or attached to garage. In VSF zone, only ADUs above detached garages are permitted.	and VTH, in all zones where SF detached	Maximum height for detached ADUs is 20 feet, compared to 35 feet or 2.5 stories for main dwelling. Total bit coverage for ADU and primary dwelling not to exceed 70%, same as for primary dwelling.	Maximum size for ADU is 800 SF.	Some small accessory structures under 200 SF may be located in rear and side setbacks, otherwise same setbacks apply to accessory structures as to ADBs and the primary may be combined with a 2nd floor ADU above the garage for 1,800 SF structure. Max height can reach 25 feet. Similar design and materials required for larger accessory structures over 450 SF.	Primary residence of ADU must be owner occupied, or may be occupied by a family member of the owner.	No stated regulation, though regulations presume a low occupancy level as justification for exempting units from density calculations. Definition of dwelling unit allows occupancy by a family or up to 10 persons.	Main dwelling must have one parking space. ADI must provide one parking space if there are fewer than 4 spaces available on-site. Total of 2-4 spaces required.	None	for a detached ADU for privacy of yard areas. ADUs	Type I development review for ADUs less than 600 SF with \$35 review fee. Type II site design review for larger ADUs. Type I development review only required for SF detached homes when required as a condition of approval.	unknown	None found.	Ordinance 6- 2001 October 2001, not clear about amendment date:	Section 19.30.110. http://www.colepublishing.com/OR/Fair view/#UFairview19/Fairview19.html	slow do building size regulations in FMC 19.30 OBO. C affect ADUS? First 500 SF of ADU is exempl, but what is the max per lot for the main dwelling and ADU? Actual max size seems to be missing from code. Allowance for 800-SF ADUs above a garage on lots less than one acre seems unnecessary since max is already 800 SF, what is it meant to add?
Evaluation & potential changes			Permit ADU for each detached dwelling rather than per lot, consider allowing two ADUs per dwelling or lot. Expand types of ADUs allowed in VSF zone.	units are permitted.	for moin dwelling. Could relax height requirement for detached cottage ADU, and clarify maximum height for ADU above a garage.	No concerns, reasonable size and not tied to primary dwelling.	structures compared to ADUS, design standards only apply to accessory structures rather than ADUS. Could simplify for the sake of accessory structures, but not needed to support ADUS.	Remove owner-occupancy requirement.	No concerns.	Remove requirement for up to four combined parking spaces for ADU and primary dwelling. At most, require minimum of two total, one per dwelling.	None required.	Remove both of these requirements. Discretionary 4-ft hedge requirement not clear, doesn't apply to any other types of dwellings. Limitation of 50% of the lots with ADUs is not likely to be exceeded, but not necessaria.	Review all ADUs, regardless of size, through Type I process. There are no additional design standards for larger ADUs that warrant a more detailed review.	Provide more information about SDC rates for ADUs, consider alternative rates or waiver.	Provide information about fees, overview of review process, links to application forms.	n		
Forest Grove, OR	23,214	\$232,400 4,922 units, median home value: \$842 median rent	One ADU permitted with a primary SF dwelling on the same lot, ADU can be conversion of existing space within dwelling, attached addition, or detached accessory structure. No concerns, ADUs allower per	Allowed in all R zones where SF detached units are permitted. Allowed in all R zones where SF detached	None specific to ADUs, accessory structure standards would apply to detached ADUs including relaxed yard setbacks. No height standards. No concerns, standards are uniform for	Any addition for an attached ADU limited to 10% of primary dwelling SF. Detached ADU in accessory structure limited to 720 SF or 30% of the primary dwelling, whichever is less. Eliminate overly restrictive 10% cop on primary	Dimensional standards identical, except that accessory structures may be up to 720 SF and ADUs are capped at 720 SF or 30% of primary dwelling SF. Additional design standards for ADU that do not apply to accessory structures. Remove size cap for ADUs linked to primary	Owner-occupancy of one of the units required. Remove owner-occupancy requirement.	No stated limit No concerns.	One space required for primary dwelling and one space for ADU, for total of two on-site parking spaces. Remove requirement for ADU parking.	ADU must have "similar" exterior siding and roofing, based on color, material and appearance compared to the primary dwelling. Relatively objective standards for design, but		Type I review required. Clarify in site development	SDCs required for ADUs, approximately 60 to 80% of fees for single-family detached dwelling. Consider alternative rates	One-page handout of feer for ADU construction. http://www.forestgrove- or.gov/sites/default/files/leattachments/planning/p e/7741/accessory_dwellin_unit_fees.pdf	amendments pending fil ag	Article 7, http://www.forestgrove- or.gov/planning/page/development- code	City adopted Affordable Housing Strategy report in summer 2017, and updating regulations and reducing fees for ADUs was the top priority implementation item; changes anticipated within a year.
Evaluation & potential changes	11.850		dwelling rather than per lot.	units are permitted.	detached ADUs and accessory structures, and for attached ADUs and primary dwelling.	dwelling expansion for attached ADU, which would not apply to any other remodel/expansion of a primary dwelling, and would be difficult to enforce. Remove 30% size limit for detoded ADUs, which does not apply to other accessory structures, and maintain country and apply to the control of the structure of the st	structure, apply similar design standards for ADUs and occessory structures.				consider removing or simplifying.		chapter that ADUs are exempt along with accessory structures (ADUs would be accessory structure, which is exempt, or expansion of 10% or less, which is exempt.).	(beyond apartment rates) or waivers.	process, links to application forms as needed.	n		
Gladstone, OR	11,850	median home 66.9%	One AUD permitted per lot viting detached single-family dwelling, not permitted on a lot occupied by two or more dwelling units. Definition of ADU states that ADUs may be detached, attached (to main or accessory structure) or internal.	housing is permitted.	ADU must comply with same yard and height standards as primary dwelling.	bedroom.	Accessory structures have no size restriction, more restriction height (one-story), and relaxed setbacks for smaller structures compared to ADUs. No design standards for accessory structures.	Owner-occupancy or one of the units required, and a deed restriction must be recorded.	No restrictions; Audi defined as dwelling unit that could be occupied by a family.	One off-street parking space required for ADU and one space required for primary dwelling, for total of two.	Design must be the same of visualsy similar to 'the primary dwelling with respect to exterior finish materials including type, size, placement and color or siding, trim and roofing, the roof pitch, windows, and eaves. Only one street- facing entrance is permitted on the primary dwelling: no new street-facing entrance can be created for the ADU.	r	Unknown	Unknown	Unknown	Ordinance 1289, 2000, no subsequent amendments.	http://gcode.us/codes/gladstone/	
Evaluation & potential changes			Permit one ADU per dwelling rather than per lot.	Allowed in all R zones where SF detached units are permitted.	No concems if all ADUs are subject to primary dwelling dimensional standards. Clarify if dimensional standards for garages (one-story height limit, reduced setbacks) apply to detached ADUs, including any ADUs created	Increase allowed SF and number of bedrooms for ADUs.	Make dimensional standards for accessory structures and design requirements similar compared to ADUs, particularly the overall size restriction.	Remove owner-occupancy and deed requirements.	No concerns.	Remove requirement for ADU parking.	Relatively objective standards for design, but consider removing or simplifying.		Clarify application and review required	Clarify applicable fees and requirements	Provide overview of review process, links to application forms, particularly information about whether to apply through Gladstone	n r		
Gresham, OR	110,042	\$224,000 median home value: \$958 median rent	and attached ADUs permitted with primary dwelling, or over garage	Allowed in all R zones where SF detached as permitted use. Not allowed in two R sones (MDR-12 and OFR) where SF detached is a limited use only permitted on lots of record.	Abits subject same dimensional standards as primary dwelling.		No design or review regulements for accessory structures. Selbacks and height are similar to primary dwelling and ADUs, but greater sets ellowed for accessory structures. Multiple accessory structures are tended up to a total of 1,000 SF on most lots.	None.	One family.	One space required for ADI and 2-3 spaces for primary residence for a total spaces for primary residence for a total deemed necessary by the reviewer to accommodate the actual number of whichies used by the ADI and primary dwelling, whichever is greater. Tandem parking is allowed, up to two spaces allowed in driveway or yard setbacks.	ADU to "match" primary dwelling in terms of finish materials, roof pitch, trim and window proportion and orientation. No new door facing a front property line is permitted.		Type II review with review by planner and public comment period, \$1,068 review fee.	SDCs required for ADUs, multifamily attached rates may aputificantly methodology not clear. Street improvements not triggered by ADU construction.	Combined info sheet and		Section 10.0100, https://greshamoregon.gov/Developmen.tc.Ode/	
Evaluation & potential changes			ADUs permitted per dwelling rather than per lot, meets 58 1051. Remove requirement for detached ADUs only over a garage. Limit detached accessory structures to one (ADU or garage) if concerns about number of structures. Some ambiguity about standard allowing	Allowed in all R zones where SF detached is outright permitted. Review with legal to determine whether ADUs must be permitted in R zones where SF detached is a limited use, consider permitting ADUs even if not legally required.	No concerns:	No concerns, size is reasonable and not linked to size of primary dwelling.	Make review and design requirements similar compared to ADUs, particularly the ability to have multiple accessory structures to permit a detached garage and ADU. No concerns about dimensional standards.	No owner occupancy requirement	Na concerns.	Remove requirement for ADU parking, particularly the standard permitting reviewer to require a greater number of spaces as needed which creates unnecessary uncertainty. Driveway and tandem parking option helps but not enough.	Relatively common standards for design, but consider removing or simplifying. Standard to "match" primary dwelling is high bar.	Garage occupancy standard obserms unnecessary but not particularly harmful. Ancillary dwelling regs seem like a good model for ADU regulations.	Make Type I or combine with building permit review, review of objective standards should not need comment period or discretion by planner.	Clarify applicable SDC rates, offer discount or waiver	Provide information about fees, more detailed info about review steps after planning approval (building permit, etc).	7		
Happy Valley, OR	17,474	\$425.00 median home at .650 units, median home at .650 units, median richt at .650 uni		in higher density residentail district	Max height for ADI smites to 2.4 feet or 50% of primary sheeling height, whichever is of primary sheeling height, whichever is greater. No other standards stated, presumbly same a primary dwelling or accessory structure for detached ADIs.	50% of the SF of the primary dwelling.	Height and settlands for destanded accessory structures over 2005 are the same of ADUs. No design requirements for detached accessory structures.	owner-occupancy required of one of the units, or may appoint family member as caretaker in one of the units.	One household, same as primary dwelling unit.	one off-privat parking space registed for ADUI fifther are less than four spaces available for the primary deeling. Minimum too spaces required for primary dreeling, so max total spaces 3-4. Tandem parking days	ADU siding materials, residing materials and paint colors shift "porerally material the primary dwelling. No new street-facing doors are permitted with the ADU.	Only one garage permitted on the site, so a detached on the site, so a detached on the site of the sit	Land use application required, Type I for ADUs same as for reew dealmed #5 divellings and accessory structures.	ADUs classified as apartments for assessing SDCs.	None found beside basic land use application form.	Original Ord 389 in 2009, amended Ord 398 lin 2010, Ord 411 lin 201, Ord 422 in 2012, Ord 427 in 2012	Section 16.44 050. http://qcode.un/codes/happyvalley/	
Evaluation & potential changes			Permit one ADU per detached dwelling, not per parcel.	Allowed in all R zones where SF detached is outright permitted. Review with legal to determine whether ADUS must be permitted in R zones where existing SF detached is allowed, consider permitting ADUS even if not legally required to help transition neighborhood to higher density.	No concems. 26 ft height limit should accommodate most units, though consider lifting it.	Standards are relatively generous, but consider allowing a Straight SF max rather than percentage for all types.	Dimensional standards are the same, no concerns. Moke design standards similar.	Remove owner-occupancy requirement.	No concerns.	Remove requirement for ADU parking, particularly requirement for up to four total spaces which exceeds minimums. Tandem parking option helps but not enough.	Relatively easy to meet, though consider simplifying or removing.	Garage limitation seems reasonable though not common, encourages human housing rather than car housing. Discretionary screening requirement should be eliminated to create fairer translation, many contains.	Clarify review standards and submittal requirements specific to ADUs.	Offer discount or waiver, provide total breakdown of all SDC costs for ADUS (and other types of housing development)	Provide information about process, application, standards and fees.			

Abbreviations: ADU-accessory dwelling unit, R-residential, C-commercial, MX-mixed-use, SF-single-family, MF-multifamily

Key:		Jurisdiction		shape Mo	estly in good shape with op	ps. to remove barrier	Greatest opportunity to	remove barriers											
	POPULATION (2016 American Community Survey)	PRICES (2016 American	DETACHED UNITS # and % of total units (2016 American Community	TYPE AND NUMBER OF ADUS	WHERE ALLOWED	DIMENSIONAL STANDARDS	UNIT SIZE	COMPARISON TO ACCESSORY STRUCTURES	OCCUPANCY LIMITS	NUMBER OF RESIDENTS in ADU	PARKING (For ADU and main dwelling)	DESIGN	OTHER STANDARDS	APPLICATION REQUIREMENTS	INFRASTRUCTURE REQUIREMENTS	INFORMATION/ INCENTIVES	MOST RECENT CODE UPDATES	CODE REFERENCE	Notes/Questions
<u>Description</u>	not Metro reqs	ADU development	Potential for ADU creation, indicates relative range of options 8,812 units,	Requirement: Allow minimum of one ADU per detached dwelling rather than per lot to comply with SB 1051. Best practices: Allow attached and detached ADUs, allow more than one ADU per residence. One ADU permitted per residential	Requirement: All detached SF homes in zones where detached SF homes are permitted, outlade of resource lands. Concerns: Limitations on which homes, lots qualify.	to main dwelling.	Concerns: Restrictive maximum size (below 800 SF), restrictive minimum size (above 300 SF), size tied to main dwelling, size tied to number of ADU occupants	Best practices: Similar dimensional, design standards for nonresidential accessory structures for fairness, limiting temptation to skirt ADU regulations. Concerns: More permissive dimensional, design standards than ADUs.	Concerns: Owner occupancy requirements, covenants required on occupancy requirements, and short-term rental limitations.	Concerns: Occupancy caps shared between ADU and main dwelling, ADU occupancy limit.	parking for ADU, more than one required off-street space for main unit, parking replacement if displaced by ADU. Best practices: No off-street parking for ADU, no requirement to replace any displaced parking, allow tandem	materials palette.		Best practices: Review ADUs at building permit stage. Concerns: Conditional use or other land use review.	Concerns: High SDCs relative to other residential types, requirement for separate utility connections, triggers for frontage improvements.	Best practices: Financial incentives such as SDC waivers, permit fee waivers, expedited permit review; educational materials; City technical assistance.			
Hillsboro, OR	100,462		51.5%	lot developed with primary	Allowed in broad range of R zones (low and medium density) and MX zones where SF detached uses are permitted.	Must meet same setbacks and height limits as primary dwelling. Side and rear setbacks may be reduced to 5 ft for small ADUs (less than 450 SF, one story, placed behind primary dwelling).	Minimum 250 SF and max 750 SF	Dimensions are the same as for ADUs including reduced 5-ft setake, for smaller structures. No max size, no design standards, and no design review requirements.	NOTE	Maximum of three persons	and garage count as single space, or two for a double-car garage, but cannot count driveway and garage spaces. Two spaces total, with additional placement	ADUs must match or be the same as main dwellin for exterior finish material type size and placement, roof plitch, eaves, window proportion and orientation, and trim. Additional design requirements apply in Orenco and Downtown plan districts, ADUs theid to same as for primary dwellings and other development.	meeting minimum lot size. In the Orenco area (SCR-OTC zone), ADUs only permitted on lots meeting minimum lot size, on rear 173 of lot abutting an alley within 50 feet of the rear property line, and must be accessed from	Type II design review required with public comment period, not required for SF detached homes.	Unknown, online calculators only reference one and two family dwellings or multifamily.	y unknown	unknown	Section 12.40.230 on Secondary Dwelling Units,	
Evaluation & potential changes				Permit one ADU per dwelling, not per parcel. Consider permitting up to two ADUs on a site. Note: innovative that ADUs are permitted	Allowed in all zones where SF detached is permitted.	No concerns. Curious if smaller units are proposed to take advantage of reduced setbacks.	Standards are not tied to main dwelling, relatively generous. Consider removing minimum size.	Make review and design requirements similar compared to ADUS. No concerns about dimensional standards, except make maximum size comparable.	No concerns, no owner occupancy.	Remove occupancy restriction, allow occupany by a 'family' or 'household.'	restrictions. Remove requirement for ADU parking and separately accessible ADU parking. Consider impact of how primary dwelling's parking is calculated.	Relatively specific, but consider removing or simplifying. In plan districts with singificant design concerns, rely on specific district standards.	Remove requirement for lots to meet minimum lot size.	Make a Type I process or combine with building permit review.	Offer discount or waiver, provide total breakdown of all SDC costs specific to ADUs	Provide information about process, application, standards and fees.		http://gcode.us/codes/hillsboro/?view-d esktop&topic=12-12 80-12 80 098	
Johnson City, OR	547	median home value (almost all mobile homes); \$693 median rent		with attached SE dwellings Doesn't have ADUs															Johnson City was founded with several manufactured home parks and has very few single- family detached homes.
King City, OR	3,599		,319 units, 17.6%	Internal ADU, attached and detached ADUs permitted. No language on whether ADUs are permitted per parcel or per dwelling.	Autowed in an x zones where Sr Getached is a permitted use, even higher density zones.	ADU must meet same setbacks as primary dwelling, detached ADUs must be set back an additional 10 feet from primary dwelling. Helpid Ilmit for attached ADUs is same as underlying zone (mostly 35 ft), 25-ft height limit for detached ADUs.	AU Size limited to 33% or primary dwelling or 800 SF, whichever is less.	Same review process as AUUs, similar dimensional standards but soccessory structures limited to 18 ft high. Carages for 5F dwellings must meet design standards, are required for all dwellings.	None	None states; AUU is derined as a divelling unit to be occupied by one or more persons	added to an existing primary dwelling on streets 28 ft or wider. One off-street parking space required for AADU on narrow streets less than 28-ft paved, or when ADU is built at the same time as	Attached ADU must be "consistent" with the design of the existing dwelling (type, size and placement of exterior finish and trim, roof plath, proportion and orientation of new windows, eaves. Only one building entrace on the façade. Detached ADU must have the same roof pitch as the primary dwelling.	SF or larger.	Type I review by city manager, including submission of site plan and narrative.	not list rates for ADUs. Some		2, no amendments	Section 16.178.50, http://www.cl.king- itylor.us/document_center/Governmen I/Muni_Code.pdf	is a garage really required for every SF dwelling per 16.176.050.B.1?
Evaluation & potential changes				Clarify that ADUs are permitted accessory to any SF detached use, consider permitting two per home.	Allowed in all zones where SF detached is permitted, no concerns.		increase minimum percentage to avoid penalizing smaller homes, or remove link between size of primary dwelling and ADU.	concerns. Clarify garage requirements for SF dwellings.		No concerns.	Review how broadly the ADU parking exemption applies; good incentive to facilitate infill ADUs. Consider removing all parking requirements.	Relatively specific, but consider removing or simplifying for attached ADUs. Detached ADU standards are very simple.	Evaluate lot size patterns and determine if standard is restricting ADU development. Minimum lot size in many zones is significantly less (2,000 to 4,000 SF), which could limit ADU feasibility. Cansider if this restriction	Generally fine, consider reviewing with building permit, similar to single-family homes	Offer discount or waiver, provide total breakdown of all SDC costs specific to ADUs.	Provide information about process, application, standards and fees.			
Lake Oswego, OR	38,065	\$508,500 1 median home value; \$1,371 median rent		Internal conversional, attached and detached ADUs are permitted. One permitted per lot, with a detached SF dwelling. Permitted on lots with an existing SF dwelling, Simultaneous construction of ADU and main dwelling permitted, per City staff.	Allowed in all R zones where SF detached residential is permitted, except R-W (water) zone where SF dwellings are only allowed erected on pillings over water.	Internal and attached ADUs must meet dimensional standards for primary diveiling. Detached ADUs must meet standards for accessory structures, reduced rear setibacks for some lots and max height of 24 feet or height of main dwelling, whichever is less.	800 SF max size for all ADUs.	Detached accessory structures smaller than 600 SF and less than 10 ft lail may be built with reduced rear and side yard setbacks, but structures to be used as an ADU are not eligible. Dimensional standards for detached accessory structures and detached ADUs are otherwise the same.	One unit must be occupied by the property owner, and owner must record a deed restricting the use prior to issuance of building permit.	No restriction, ADU defined as dwelling unit to be occupied by a family as defined in code.	One off-street spot required for ADU plus one space for primary dwelling, for total of two spaces. Site must be large enough to accommodate required parking.	None for ADUs specifically. Detailed design standards for SF detached units and accessory structures developed in several overlay zones, but do not appear to treat ADUs unfairly.	impose conditions limited height, landscaping, buffering, and orientation of		Public utilities must be available to serve both units, some may be shared though separate water meter may be required. I. SDCs appear to apply, no clear direction on rates relative to SF detached rates.	City handout with overview of ADU standards, submittal requirements, permitting process available.	Original unknown. Replace and repeal in 2012, multiple revisions in 2012, 2016 and 2017 but not clear which sections.		Called 'secondary dwelling unit,' regulated as accessory use. One approved ADU in 2017, case LU- 17-0045; very detailed application with detailed (and expensive) application materials, geotech report and engineering studies.
Evaluation & potential changes				Allow one per SF detached dwelling rather than per lot, consider allowing two per SF dwelling in some cases.	Allowed in all zones where SF detached is permitted. Limitation on overwater residential could be reasonable; review if compliant with Metro and SB 1051 requirements.	No concerns, similar to primary structure and not restrictive.	Simple standard is the same for all types of ADUs, primary dwellings.	Similar review and dimensional standards, no concerns. Design standards that apply in some averlay zones apply to all accessory structures.	Remove owner-occupancy and deed requirements.	No concerns.	Remove off-street parking requirements.	No design requirements specific to ADUs.	Remove vague, discretionary standard; replace with clear and objective standards if there are specific concerns here, i.e. door facing street, athogyaira circulus dalata.	Remove discretionary standards for buffering and dimensions, make a Type I review like most SF detached units.	Offer discount or waiver, provide total breakdown of all SDC costs specific to ADUs.	Provide information about fees, other permits required besides land use.			
Maywood Park, OR	939		127 units, 15.1%	Doesn't have zoning code.															Multnomah County zoning regulations appear to apply, according to 1970 ordinance. Building permits issued through City of Troutdale.
Milwaukie, OR	20,643	\$245,000 6 median home of value; \$972 median rent	6,073 units, 55.4%	One ADU permitted per residential tot in conjunction with primary SF conversion, attended and detached ADUs permitted.	Permitted in all low, medium and high density related stones, where SF detached residential to a permitted une.	Same standards as base zone for attached AOU. Desirhed ADI have two-litered at ADI. Desirhed ADI. The standards are standards and a standard	Max size of 800 SF or 75% of the floor area of the primary dwelling, whichever is less. Declared AGU over 600 SF triggers Type II review.	height for largest structures comparable to ADUs. Much lighter design standards, no	Either the ADU or the primary residence must be occupied by the owner, with owner, with owner that the content of the content	No occupancy limit, defined as a dwelling unit for one or more persons.	Effectively two spaces total required, one for primary dwelling and one for beautiful control to cated in yard areas.	attached ADUs must match the primary dwelling with exterior finish material, trim, proportion and orientation of windows, and eave projection: detached ADUs must include at least two design details from menu, such as porch, recessed entry, etc. (similar menu as SF detached dwellings),	by ADU design and on-site vegetation and other screening to buffer nearby yards and dwellings. Specifically, detached ADUs must add visual screening in the form of oft tall fence or plantings or arrange windows above gound level when located within 20 ft of	Type I and II review options, depending on type (attached headed) and the control of the headed additional notification for adjoining property owners.	SDC; not clear how rates apply to	Two handouts, one each for attached and detached for attached and detached abending the second of th	Ord 2051 in 2012.	http://www.qcode.us/codes/milwaukie/v iew.php?topic=19-19_900-	Completed applications available on website, three Type II AOUS one with a variance.
Evaluation & potential changes				Allow one per SF detached dwelling rather than per lot, consider allowing two per SF dwelling in some cases.	Allowed in all zones where SF detached is permitted.	Standards for Type II are reasonable, but consider drapping the two-tiered set of standards.	Reasonable standard overall, but remove distinction based on larger size for Type II review.	Fairly similar dimensional standards, well aligned with ADUs that would make conversion of accessory structure into an ADU easier. Lessened delsan and review requirements for accessory structures, and for guest house accessory uses, could be a loop hole, consider creating parity for ADUs.	Remove owner-occupancy and deed requirements.	No concerns.	Remove off-street parking requirements.	Attoched and detached ADU design standards relatively specific and objective, but approval criteria is vague. Consider revising, simplifying. Design details required for detached ADU is consistent with requirements for SF detached dwellings	Consider relaxing since 20-ft standard likely encompasses many properties, and nothing analogous applies to 5F dwellings similarly placed on lots. Remove ambiguity about whether standard applies to detached ADUs reviewed	Look to make all review requirements clear and objective in order to limit/eliminate Type II review requirement.		One of the best for land use, but still missing fee and engineering, building permit infoto give homeowners a complete picture of the development process.			
Oregon City, OR	35,057		9,409 units, 11.0%	One ADU may be created per lot or parcel. May be attached or detached.	Allowed in all R zones where SF detached residential is permitted.	Must meet setbacks for underlying zone. Height not to exceed that of primary dwelling. Detached ADUs to meet same dimensions as accessory structures, including locating structure behind front line of primary dwelling.	Minimum 300 SF and maximum 800 SF or 40% of primary dwelling. Footprint over 600 SF only allowed on lots over 20,000 SF which may require creative configurations or effectively limit max size. Max two sleeping areas.	Same dimensional standards for detached ADUs and accessory structures, except for 40% size limitation (allowed up to 100% of primary dwelling footprint, capped at 800 SF). No design requirements, same building permit review.	Property owner must occupy one of the units for a minimum of 7 months/year, may not receive rent for the owner- occupied unit at any time. Recorded deed restriction to the effect required.	No limit, defined as dwelling unit	parking space required if abutting road	proportion and orientation of windows,	Not permitted on the same lot as a nonconforming use.	Combined land use and building permit application process, with copy of deed restriction and owner statement that they will conform with owner-occupancy requirements.	SDCs charged at multifamily rates at appx 50-75% of SF rates, clear breakdown provided	Info packet with all land use and building permit 1. application forms, checklist for land use application that covers all code requirements.	10-1003 in July 2010, update	Section 17.54.090. https://library.municode.com/or/oregon_ _city/codes/code_of_ordinances?nodeId _TTIT172O_CH17.54SUZOREEX_17.54.0 90ACDWUN	
Evaluation & potential changes	620.589	\$319,400 1	52,360 units,	Allow one per SF detached dwelling rather than per lot, consider allowing two per SF dwelling in some cases. One ADU permitted per house,	No concerns, allowed in all zones where SF detached is permitted. Allowed in all R, C or EX zones with a		Decrease minimum size, and increase percentage of primary dwelling allowed as maximum size. Remove footprint limitation tied to larger lot size. ADU limited to 75% of the primary dwelling	Similar dimensional and review standards; design requirements are the only difference. Accessory structures subject to the same	Remove owner-occupancy and deed requirements. No owner occupancy requirement, ADUs	No concerns. ADU and primary dwelling share	Some ADUs exempt from off-street parking already, remove parking requirements for all and make comparable with primary dvellings that have no narking requirement. No additional parking required for ADU;	Relatively objective standards for design, but consider removing or simplifying. Detached ADUs more than 15 ft tall must	Nonconforming use limitation may limit ADUs on older lots that do not meet current code requirements. Home occupations with	Simple, combined with building permit. Remove owner- occupancy application requirements along with the regulations Building permit application,	Offer discount or waiver, consider whether ADUs create similar impacts as MF units or consider alternative methodology. Complete SDC waiver currently.	Well done and comprehensive land use application checklist. Could include overview of process, timina, and fees Main webpage with ADU	Originally	Title 33.205,	Generally seen as the gold
Portland, OR			55.9%	house must be located on its own lot.	house, attached house or manufactured home, excepting some corner duplexes in R zones.	located in setbacks, 20 ft outside of setbacks. Detached ADU must be set back 40	or 800 SF, whichever is less. Combined footprint of all detached accessory structures	dimensional standards as detached ADU, for	may be used for short-term rentals, treated same as other dwellings.	one occupancy quota (56, if unrelated, or unlimited for family).	existing required parking for primary dwelling (1-1 spaces outside of yards, depending on zone and proximity to transit) must be retained or replaced.	use exterior finish materials, roof pitch, trim, eaves, and window crientation and dimension that is the same or "visually matches" the primary dwelling, or meet alternative objective design standards. Mo how ground-level, street-facing entrance may be added for an attached ADU, but may be allowed for a detached ADU.	employee or customer visits are not permitted on sites with ADUs.	combined permitting process.	Partial SDCs otherwise apply to ADUs, depends on multiple factors, some calculated based on size of dwelling which results in lower fees for ADUs relative to SF detached units that are typically larger. Estimated SDCs for ADUs are 58-17K. Separate utility hookups for water, sewer onsite stormwater treatment needed if 500 - SF impervious surface created.	overview at https://www.portlandorego n.gov/bds/36676, information about complete process and links to all required forms and info sheets, overview of both land use and building	adopted 1998, frequent amendments through Ord 187471 in Jan 2016, amendment pending in 2018	https://www.portlandoregon.gov/bps/ar	standard in Oregon.
Evaluation & potential changes	420	PAGE 200	07 00 49/	allowing two per SF dwelling in some cases.	No concerns, allowed in all zones where SF detached is permitted, and also permitted with some SF attached.	No concerns. Alteched ADIA to meet cothesia for primore.	Reasonable size and percentage. Watch the 15% limit and building footprint limit, which may favor two-story ADUs to reach 800 SF max size.	Similar dimensional and review standards; design requirements are the only difference.	No restrictions.	Unusual standard compared to other jurisdictions, but has not seemed to cause problems and serves as justification for lower SDCs	No ADU parking required, primary dwelling parking at a minimum.	Relatively objective standards and alternative set of standards in lieu of matching primary dwelling are helpful. Consider how these relate to primary dwellings, if design regulation is necessary.	Has not emerged as an area of concern, reevaluate if needed.	No concerns, nondiscretionary combined review process.	Waiver is best practice, and tiered SDCs based on size also helps make fees "fair" for ADUs relative to other development.	ADU permitting info.	Ord 42 09 in	Article 5 Continu 5 OSS	Called a secondary dysilling
Rivergrove, OR	7-30	\$605,200 median home value; \$1,667 median rent	87, 98.4%	One ADU permitted per lot with 55 detached dwelling, either within the primary dwelling or above a garage.	Allowed on lots meeting the 10,000 SF min lot size or 1/2 acre (21,780 SF) in	Attached ADUs to meet setbacks for primary veelingtu. Onclear whether over-the-grange detached ADUs must meet setbacks and height for "detached residential structures" or for "detached accessory buildings." 20-11 height limit for accessory buildings. "20-11 height limit for accessory buildings." could restrain over-the-garage construction, and ADUs appear for be treated deswhere in the code as residential uses.	THE SEC OF FOUR SEC.	Detached accessory structures have reduced setbacks (2 ft in rear vs 25 feet for residential structure), lower height limit (20 ft vs 35 ft). Same review process, no design standards for either.		ADU considered a dwelling unit for density purposes, so full occupancy allowed.	1 bedroom require one convered, enclosed space and one off-street space per unit (total of two), except for over	None stated. Not clear if area accessory development or site review approval criticits would apply to an ADU project, and those include general statements about "harmony in scale, bulk, coverage and density."		Development permit required for ADIJ and all development in the city, all permits go to PC for review.	SDCs are \$500 for new development which includes an ADU, per ordinance 82-2011. Lake Oswego sewer fees may apply.	None found, single application form for all projects.	Ord 62-98 in 1998.	Article 5, Section 5.055 https://datal-1.aguarespace.com/static/5 993164b0941/598000f 993164b0941/598000f 903164b0941/50341456 903164b0941/50341456 903164b0941/50341456 903164b0941/50341456 903164b0941/50341456 903164b0941	
Evaluation & potential changes				Allow one per SF detached dwelling rather than per lot, consider allowing two per SF dwelling in some cases. Allow detached ADUs sengrate from agraps.	Presumably no concerns, but review minimum lat size requirements against prevailing development patterns, e.g. are there a lot of nonconforming small lots?	Clarify which set of dimensional standards opplies to ADUs, residential or accessory. 20 ft height limit for garage and over-the-garage ADU could be a concern because of limited desulptions or total told.	Reasonable and straight standard for all lots.	Not significantly different on paper; tradeoffs in dimensional standards should balance out.	No concerns, no owner occupancy.	No concerns.	High parking minimums, standards for covered enclosed parking onerous, and unclear what parking standard applies to an ADU over 500 SF. Exemption for over-the-paragrap units should not be all ADIE.	Clarify which approval criteria would apply to an ADU.		Treated the same as other types of development, such as a SF house, but clarify which process (I, II or III) applies after initial PC revolute.	Clarify any other fees besides City fees that apply.	Address ADUs on the development permit application form.			
Sherwood, OR	18,965	\$313,000 4 median home value; \$1,333 median rent	1,890, 72.0%	Done ADU permitted per residence. Internal, attached and detached ADUs permitted.	Allowed in all R zones where SF detached is a permitted use, even higher density zones.	Same standards as base zone for all ADUs, plus 10-ft separation between primary residence and (detached) ADU.	ADU limited to 40% of the primary dwelling's SF.	tall, some reduced setbacks compared to	Owner occupancy of primary dwelling or ADU required at least or months of the year, cannot receive rent for owner- occupied unit at any time.	Household occupancy quota shared between primary dwelling and ADU.	Primary dwelling requires 1-2 spaces on site (depending on on-street parking site (depending on on-street parking parking) AUI parking to conform to same standards, not clear if that includes additional 1-2 spaces.	ADL entrance must be "unobtruske" when viewing the principal dwelling's entrance, viewing the principal dwelling's entrance, the property of the property of the property of street-facing facials. ADL design to conform to the original design characteristics and style of the building and appears to be a SF residence.	New house may be constructed with attached or detached ADU, simultaneously. ADIU may not be partitioned or separated from parent parcel.	ordered No review specified.	SDC rates not clear for ADUs, some discount possible if ansacceded as MF rather than new SF detached.	None found. None of the land use application forms seemed to fit ADUs.	Ord 2000-1108 in 2000.	Section 16.52 https://likeraymunicode.com/or/shervoo ud/code/code_of_ordinances/nodeId=T 11aZ0C0DECO	

Abbreviations: ADV-accessory dwelling unit, R-residential, C-commercial, MX-mixed-use, SF-single-family, MF-multifamily

Кеу:	DODU ATIO	Jurisdictio	DETACHED		estly in good shape with op	ops. to remove barriers	Greatest opportunity to	o remove barriers											
	(2016 American Community Survey)	PRICES (2016	WNITS # and % of total units (2016 American Community		WHERE ALLOWED	DIMENSIONAL STANDARDS	UNIT SIZE	COMPARISON TO ACCESSORY STRUCTURES	OCCUPANCY LIMITS	NUMBER OF RESIDENTS in ADU	PARKING (For ADU and main dwelling)	DESIGN	OTHER STANDARDS	APPLICATION REQUIREMENTS	INFRASTRUCTURE REQUIREMENTS	INFORMATION/ INCENTIVES	MOST RECENT CODE UPDATES	CODE REFERENCE	Notes/Questions
<u>Description</u>	Cities less than 2,500 exempt from SB 1051, but not Metro reqs	expected to	Potential for ADU creation, indicates relative range of options	Requirement: Allow minimum of one ADU per detached dwelling rather than per lot to comply with SB 1051. Best practices: Allow attached and detached ADUs, allow more than one ADU per residence.	Requirement: All detached SF homes in zones where detached SF homes are permitted, outisde of resource lands. Concerns: Limitations on which homes, lots qualify.	Concerns: Overly restrictive setbacks, height, or other dimensions that tie ADL to main dwelling.	dwelling, size tied to number of ADU occupants	Best practices: Similar dimensional, design standards for nonresidential accessory structures for fairness, limiting temptation to skirt ADU regulations. Concerns: More permissive dimensional, design standards than ADUs.	Concerns: Owner occupancy requirements, covenants required on occupancy requirements, and short-term rental limitations.	Concerns: Occupancy caps shared between ADU and main dwelling, ADU occupancy limit.	parking for ADU, more than one required off-street space for main unit, parking replacement if displaced by ADU. Best practices: No off-street parking for ADU, no requirement to replace any displaced parking, allow tandem	materials palette.		Best practices: Review ADUs at building permit stage. Concerns: Conditional use or other land use review.	Concerns: High SDCs relative to other residential types, requirement for separate utility connections, triggers for frontage improvements.	Best practices: Financial incentives such as SDC waivers, permit fee waivers, expedited permit review; educational materials; City technical assistance.			
Evaluation & potential changes				Allowed per residence, not per lot.	No concerns.	No concerns, some standards as primary dwelling. Clarify that 10-ft separation only applies to detached ADUs.	Not overly restrictive for dwellings over 2,000 SF (which would qualify for 800 SF), but replace with straight SF standard or more generous percentage to avoid penalizing smaller homes.	different on paper, accessory structures not subject to ADU design standards though.	remove owner-occupancy requirement.	Consider removing occupancy limit, but has not been a major barrier in other cities like Portland that use the same standard.	ciarry whether adultional 12-5 spaces required for ADU as required for SF dwelling, simplify and remove any parking minimums.	Design conformity standard is vague and discretionary, replace with specific criteria or remove.	No concerns. Not sure if prohibition on land division is necessary given minimum lot sizes.	required, particularly given the discretionary review standards. Simplify standards and allow ADUs through building permit	Clarify which rates apply to ADUs and offer waiver or reduced rate, especially given occupancy limits for ADU.	application form for ADUs.			
Tigard, OR	50,787	\$320,100 median home value; \$1,058 median rent	11,922 units, 57.2%	dwelling. Interior or attached ADU allowed, no mention of detached	ADUs permitted in all R base zones where SF detached is allowed, and in select commercial/MX zones. Permitted in all zones where detached SF dwellings are permitted.	Same standards as base zone for all ADUs.	primary dwelling up to a maximum of 800 SF.	setbacks, side and rear setbacks reduced to 5 ft. No review or design requirements.		allowed by the building code.	and 1 for ADU, for a total of 2 off-street spaces. On-street parking may not be counted.		Dwelling with ADU is limited to one home occupation.	Type I review required, separate from building permit.	explanation of which fees apply to ADUs.	ADU permit application, summarizes key code requirements.	2009, Ord 09-13.	or.gov/DevelopmentCode/ProposedTitle	2009-2016, more than half attributed to a single development. http://www.tigard- or.gov/document_center/Commu nityDevelopment/affordable_hou sing_strategies.pdf
Evaluation & potential changes				Allow detached ADUS, in both new accessory structures and as garage conversions without requiring garage rebuild. Clarify language, but appears to meet SB1051 requirement for one ADU per	No concerns.	No concerns, same standards as primary dwelling.	Relatively generous percentage, but consider replacing with straight 800-SF max size for all residences.	No direct comparison because ADUs prohibited in detached accessory structures.	Remove owner-occupancy requirement. Short-term rental restriction is fair for all dwelling types, though consider flexibility for all dwellings for income-generation purposes.	No concerns, no limits. Also note 'household' definition is broad and does not include any limit on number of persons per dwelling.	Remove off-street parking requirement for ADU.	Single, objective criteria is easy to comply with.	No concerns.	Type I, relatively straightforward, but look to combine with building permit like SF detached houses.	Clarify which rates apply to ADUs and offer waiver or reduced rate.	Provide additional ADU info, especially beyond the land use permitting phase, and complete fee information.			
Troutdale, OR	16,535	\$233,600 median home value; \$1,014 median rent	4,172 units, 68.9%	created since 2000. Only interior or attached ADUs permitted. Detached ADUs in new or converted structures prohibited, and conversion of attached	Only allowed on lots within a subdivision recorded after July 27, 2000 where house is over 1,800 SF. Allowed in SF zones, but not R-4 zone where detached houses are permitted.	Must comply with underlying zone.	Maximum size of 750 SF, limited to one bedroom.	Up to 1,000 SF size per structure, no more than 50% of rear yard for all structures, and 20 ft max height outside of setbacks. Require only building permit review.	None stated.	No stated limit, presumably can be inhabited by a 'family.'	One parking space required for ADU and one for primary dwelling, for a total of two. Reduction available if on-street parking exists.	No new street-facing entrances to serve ADU. ADU must have a "similar" architectural character with siding and roofing materials and paint colors that "match" the primary dwelling.		Type II site development review process.	Public facilities must be "adequate" to serve both ADU and primary dwelling. SDCs not clear, no exemptions noted for ADUs but rates not specific to ADUs.	(for all development),		Section 5.900, http://www.ci.troutdale.or.us//planning/ documents/DevelopementCode/5- discellaneousUsesStandardsandExceptio is.pdf	Called Accessory Residential Dwelling.
Evaluation & potential changes				garage also prohibited. Allow one ADU per SF detached house in every zone where such houses are allowed, regardless of house size or lot creation date. Allow detached ADUs, in both new cocessory structures and as garage conversions, and allow attached garages to be converted. Note conflict with definition, which states	Allow in all residential zones where SF detached is a permitted use to comply with SSB 1051, not limited to recent subdivisions.	No concerns, same standards as primary dwelling.	Reasonable size and not tied to primary dwelling, but remove bedroom limitation in favor of design flexibility.	ADUs not permitted in detoched accessory structures, so accessory structure code much more generous. Allows larger size also.	No concerns.	No concerns, no limits.	Remove off-street parking requirement for ADU.	Relatively objective standards, particularly for attached ADUs, but consider removing.		Change to Type I review process or eliminate land use review, similar to existing exemption for SF detached and duplexes.	Clarify which rates apply to ADUs and offer waiver or reduced rate.	Provide ADU information, including application form, development process, and all applicable fees			
Tualatin, OR	27,024		6,032 units, 52.8%	prohibited, garage cannot be converted.	(attached and detached) are permitted, R. Planning District or Small LOS Subdivision in RML Planning District.		ADU max size limited to 50% of primary develop 50° (not large green) up to max 800 SF. Primary develop green) up to max 800 SF. Primary develop SF may not be enlarged by more than 10% for ADU.	No specifications found.	None stated.	area within a SF dwelling, not as a dwelling unit.	dwelling outside of garage, for a total of three spaces. ADU parking to be pawed, not within 5 ft of side or rear property line.	No new doors can be added to the front fepale to serve the ADU, Any expansion for an attached ADU must be of the account of th	utility meters as primary dwelling. ADU to be connected to primary dwelling by an internal	ADU created through expansion of primary dwelling requires Architectural Review, Type I or II review option depending on design choices. ADUs created entirely within existing dwelling are required to notify the City with a letter providing basic description of ADU size, would also require a building permit for any renovations.	utility meters as primary residence, unless otherwise required by building code. SDC requirements not clear in fee schedule how they would apply to ADUs.	Architectural Review packet specific to single-family provided with residential-specific info, but no mention of ADUs.	June 1996,	Section 34.300. https://www.hualathoregon.gov/developmentoode/fdc-chapter-34-special- egulations	Code audit and update process underway, will reciganize code and future work could address ADU regulations. ADUs currently classified as a 'transitional use.'
Evaluation & potential changes				accessory structures and as garage	No concerns, allowed where \$F detached residences or, and \$F attached (due to code definition of \$F dwelling).	No concerns, some standards as primary dwelling.	Limitation on expanding primary dwelling externelly limiting (DO) 3005 F for most dwellings), remove or increase percentage. Residively generous percentage for ADU Site, but consider replacing with straight 800-5F mos site for all residences.	No comparison.	No concerns, no owner occupancy.	Clarify whethere ADU is separate dwelling unit to be occupied by a 'family' or if ADU and primary dwelling must not exceed occupancy by one 'family.'	Remove Off-street parking requirement for ADU. Records residential garage parking prohibition, which effectively requires four or parking spaces per lot, when the garage cannot be converted into an ADU.	Look to simplify but relatively objective, besides the "achiectural design" compatibility requirement.	Standards unusual but do not seem to be overly restrictive, combined meters should reduce SDCs and utility work, though make tenant utility payments complicated.	Architectural Review requirement for ADU expansion exceeds review requirements for renovated SF dwellings, which is generally only required for expansions of 35% or more (compared to 10% limit for ADUS); remove requirement or provide simplified review option to support ADU permitting. Letter not onerous, but could be combined with building permit	Clarify which rates apply to ADUs and affer waiver or reduced rate.	Amend ARSF application form to include expansion for an ADU as a trigger for review, and list applicable standards as part of checklist. Provide materials with full overview of land use and building process.			
West Linn, OR	26,242		7,829 units, 76.2%	developed with a SF dwelling. Interior, attached, and detached ADUs in new or converted structure permitted.	in all R zones where SF detached is permitted.	Met meet setback and lot coverage exquirements of underlying zone, and selections ADUs must be set back 10 feet behind front of primary desiling except ADUs over a detached garage. Max height for detached ADU is 18 ft, and max height for attached ADU is the height of the primary desiling. 35-40% max for coverage and 3 to .45 FAR limits may impact flexibility to add at ADU.		Reduced side and rear extracts for accessory structures up to 15 ft tail and 500 sec. accessory structures up to 15 ft tail and 500 sec. accessors up to 15 ft tail an	None.	be occupied by a 'family.' But 250 SF required per person, to max 1,000 SF size creates lower resident limits.	and one space for primary dwelling for a total of two spaces. ADU parking walved when abutting street has on- street parking and paved width of 28+ ft.	match exterior finish materials, roof pitch trim, windows, and eaves. 2nd pitch windows must be placed to provide reasonable privacy for abuttling property. ADU main entrance and any exterior states accessory structures built prior to ADU regs introduction in Jan 2000 may be used as detached ADUs exempt from design standards but shall conform to 'The greatest extent feasible."		but many projects trigger environmental review, historic review, or non-conforming structure review to modify existing accessory structures that do not meet current code.	detached are \$40k, highest in the County; some rates slightly discounted for apartments but nothing specific about ADU rates.	some ADU code regulations.	Ord 1463 in 2000.	Section 24,030, Ittp://www.codepublishing.com/OR/Wes Ltm/CDC.html	
Evaluation & potential changes				Allow one ADU per SF residence, not per lot.	No concerns, allowed where SF detached residences are.	Mostly similar standards as primary dwelling, but increase height for attached and detached ADUs, especially to allow over-the-garage units Review lot coverage and FAR limits and determine if they are high enough to allow	SF limits generous, but remove bedroom restriction and increase SF percentage allowed for detached ADUs.	Accessory structures allowed to be larger and taller than ADUs, with no design standards, so relatively easier than ADUs.	No concerns, no owner occupancy.	Remove SF per person requirements. 'Family' allowance not really necessary since max by SF is four persons, which is less than family limit.	On-street parking allowance for ADUs likely affects many ADUs, making requirement less onerous, but look to remove ADU parking requirement completely.	Look to simplify but relatively objective, except for window placement to ensure neighbors' privacy. Exception for accessory structure conversion a good idea, but unclear requirement.	Seems reasonable but not necessary.	No review required, building permit only. With adjustments to dimensional standards, nonconforming and variance applications will not be required	Clarify which rates apply to ADUs and offer waiver or reduced rate, particularly given high SDC rates.	Provide ADU-specific info on requirements from land use, engineering and building, including fees.			
Wilsonville, OR	21,814		3,432 units, 37.9%	One ADU per lot developed with an attached or detached SF dwelling. Conflicting language about whether ADU permitted with each dwelling or per lot, and option to permit alternate density of ADUs through neighborhood plans. Attached and detached ADUs permitted.	Applies to residential developments in DPDR, R, RAH, or Village zones. Lots in Village zone must have minimum lot depth of 70 feet for an ADU.	Underlying zone standards for setbacks, lot coverage and height apply to ADUs.	Max size limited to 800 SF with two bedrooms, unless otherwise specified in neighborhood plan. Larger units permitted as duplexes.	Some reduced side and rear setbacks permitted for accessory structures. No design or review standards.	None.	One family.	0.1 off street parking space required for ADU, 1 for primary dwelling for a total of 1.2 spaces. ADU standards state 1 space required, parking table says no parking required for ADUs. ADU standards state on-siteet parking table used if available, if off-street parking to the control of the standards state on-siteet parking table standards state off-street parking table on the black will have an ADU at note Wc. 4.155(.03F that allows on-street parking to count towards required parking in all circumstances.		size, design and other standards. Requirement for	required, unless part of other discretionary land use approva for new development.	separate utility connections but rather reviewed by service	land use application form	2010 amendment Ord 676	Section 4.113(11). http://www.cl.wilsonville.or.us/278/Deve opment-Code	Some good intentions but many code conflicts and still a few limiting provisions
Evaluation & potential changes				Clarify standards to allow one ADU per SF residence, not per lot. Ensure ADUs permitted in all neighborhoods at minimum of one per SF dwelling, though other standards could vary such as size.	ADUS generally allowed where SF detached residences are. Use standards for ADUs in individual zones are not consistent. Remove minimum lot depth requirement for Village lots with ADUs.	No concerns, same as primary dwelling.	Reasonable SF limit, not tied to lot or primary dwelling size. References to alternative standards through neighborhood plans or for duplexes may be unnecessary.	No difference in dimensional standards besides setbacks, but lesser design and review requirements.	No concerns, no owner occupancy.	No concerns, same as a dwelling unit. 'Family' definition is more restrictive than many, could be replaced by general 'household' definition.	Resolve conflicting language about ADU parking requirements and whether on- street parking counts. Eliminate off-street parking requirements and/or permit on- street parking to satisfy requirement in all circumstances. Difficult to evaluate how many lots on a block will have an ADU at	Develop clear and objective standards for specific design elements, or eliminate design compatibility requirements.	Revise definition to remove standards and make more general, or at a minimum update definition if any standards are revised. Building code reference not helpful, could be better addressed	Type I is relatively easy, look to combine with building permit like SF homes.	SDC waiver.	Provide ADU-specific info on requirements from land use, engineering and building, including fees, and application form similar to building permit application for SF home.			
Wood Village, OR	3,996	median home value (many mobile homes), \$933	428 units, 33.4%	One ADU per single family residence, term not defined but definition of 'house' is a detached dwelling on its own lot. Detached, attached and internal ADUs	In all residential zones where SF detached is permitted and SF areas of Town Center zone	Same setback and dimensional standards as primary dwelling.	800 SF max size for all ADUs.	Subject to the same dimensional standards as ADUs and primary dwelling, with a minimum 50 ft setback from front property line for detached accessory structures. Design review required for all garages and	Owner occupancy of one unit required, may not receive rent for the owner- occupied unit.	ADU and primary dwelling occupancy must not exceed one household (≤5 if unrelated, or unlimited for related family members).	One off-street space for ADII and one	ADU entrance to be "visually secondary" to primary dwelling entrance. ADU appearance must conform to the "original design chracteristics and style" of the primary dwelling, to the degree		Appears that design review is required for any detached ADUs, same as for garages, and attached or interior garages would be exempt.	Unknown.	None found.		Section 395, https://www.ci.wood- illage.or.us/planning-zoning/zoning- and-development-code/	395.020 Zoning and Development Code
Evaluation & potential changes		median rent		permitted. Clarify terms and allow one ADU per detached SF dwelling; that is one possible interpretation of this code, but unclear based on	No concerns, allowed where SF detached residences are.	No concerns, same as primary dwelling.	No concerns, reasonable size and not tied to primary dwelling.	storage buildings. No concerns, accessory structures not treated significantly differently.	Remove owner-occupancy restriction.	Unusual standard compared to other jurisdictions, same as Portland, but most cases not likely to cause problems.	Remove off-street parking requirement for ADUs. Consider implications of driveway parking restriction, which effectively requires a 30 ft long driveway	"reasonably feasible." Remove discretionary design compatibility standard.		Clarify review requirements and consider waiving design review for ADUs as well as detached accessory structures.	Clarify SDC rates and improvements triggered by ADU construction.	Provide ADU-specific info on requirements from land use, engineering and building, including fees.			
Clackamas County	394,967	\$319,100 median home value; \$1,091 median rent		One ADU per lot of record permitted, attached and detached. All ADU configurations permitted in Urban Low Density zones; in the V zones, ADUs must be "integral to the primary dwelling unit" or above a detached caracre.	Urban Low Density zones VR-4/5 and VR 5/7, VTH zones. Allowed with attached and detached single-family homes.	Same standards as primary residence for attached units, same standards as accessory structures for detached units. Height of detached ADUs (and all accessory structures) limited to 20-25 feet or primary dwelling height	Maximum size of 720 SF or 500 SF depending on zone: no size limit for attached ADUs in some zones.	Same dimensional standards, same (lack of) design standards.	Owner occupancy of one unit required in Urban Low Density zones with deed restriction, not required in other zones.	One family up to 15 persons related or unrelated.	One space required for ADU, 1-2 for primary dwelling, for a total of 2-3. Must be located outside of the front setback.	No new street-facing entrances for attached ADU in the Urban Low Density zones. No other design requirements.	Additional accessory uses permitted for SF dwellings include an accessory kitchen and a guest house (no kitchen) not intended for rent or a separate household, no specific regulations about how those interact with ADUs.	No required land use review, building permit only.	Parks SDC specific for ADUs, not clear how other SDCs apply to ADUs.	None found.	Oct 2014	Section 839, http://www.clackamas.us/planning/docu ments/zdo/ZDO839.pdf	Inconsistent language for ADU requirements across zones. ADUs not permitted in rural zones, as expected.
Evaluation & potential changes				detached garage. Allow one ADU per SF residence, not per lot. Clarify what "integral to primary dwelling unit" means for attached ADUs, and expand detached ADU types permitted.	No concerns, allowed where SF detached residences are, as well as zones with attached SF residential.	Treated similarly to other structures, attached or detached. Review whether max height for accessory structures works for ADUs over garage.	Review need for size restriction in certain zones, consider increasing, though note that restriction is consistent with size restrictions of accessory structures in those zones. Otherwise, reasonably generous and	No concerns, accessory structures not treated significantly differently.	Remove owner occupancy requiremen and deed restriction.	No concerns, no limits. Very generous family definition.	Remove ADU parking requirement. Not counting driveway space in the front setback effectively requires an additional off-street parking space.	No design compatibility requirements.	Review how these allowances compete or work with ADU regulations, close any loopholes.	No review required, building permit only.	Clarify which rates apply to ADUs and offer waiver or reduced rate.	Provide ADU-specific info on requirements from land use, engineering and building, including fees.			
Multnomah County	778,193	\$297,300 median home value; \$1,013 median rent	186,703 units, 56.2%	Doesn't allow ADUs			jadeneedest of admine duelling												Much of unincorporated Multnomah County is rural, where ADUs are not permitted; limited urban areas do not include provisions for ADUs either.
Washington County	564,08	88 \$301,600 median home value; \$1,111 median rent	128,525 units, 58.5%	ADUs permitted with a detached single-family dwelling. One ADU permitted per primary dwelling.	Not permitted in Future Development 10 & 20 districts, where detached dwellings are permitted in some circumstances. Permitted in two of the three transit-	facade. Side yard setback same as primary dwelling, essentially 6.11, Bera setback same as primary dwelling or no less than tha required for abutting district. ADU over garage only allowed if primary dwelling is two stories, then may go up to 35 ft, same as primary dwelling. 15-ft height limit or single- story may apply to other detached ADUs.	Interior ADU may be 50%, of the primary develling 5.5°, no maximum. Mil other ADU develling 5.5°, not maximum. Mil other ADU develling 5.6°, except that ABU hall thing code standards's may be up to 920 55°. Destached garage size limit (or lot sunder 12.000.95°) is 000.95°, which may limit size of over garage units.	accessory structures limited to 600 SF on lots under 12,000 SF, smaller than ADUs. 15 ft height limit, more restrictive than ADUs.	Either primary dwelling or ADU must be occupied by properly owner or family only a 501-2 organization serving persons with developmental disabilities. ADU may not be occupied prior to occupancy of primary dwelling.	persons.	One off-street parking space required for the AOL plus minimum of one for both and the parking space required by the AOL plus minimum. One of the property parking also required in some cases for the primary dwelling.	exterior building materials, window treatment and colors, archtiectural style,	cottage housing project in North Bethany subarea under further restrictions, see Section 390-27.1.J. Minimum 450-SF outdoor area required	application for ADU. Building permit review to follow land	for attached and detached ADUs. Some discounts ranging from full Parks SDC waiver to school CET based on SF not unit	checklist that walks through all code requirements. References to other requirements		https://library.municode.com/or/washin gton_county/codes/community_develop ment_code?nodeId=ARTIVDEST_430SP	SF detached units really require

Abbreviations: ADU-accessory dwelling unit, R-residential, C-commercial, MX-mixed-use, SF-single-family, MF-multifamily

Key:		Jurisdictio	n in good s	shape Mo	ostly in good shape with op	ps. to remove barriers	Greatest opportunity to	remove barriers											
	POPULATION (2016 American Community Survey)	(2016 American Community	DETACHED UNITS # and % of total units (2016 American Community	TYPE AND NUMBER OF ADUS	WHERE ALLOWED	DIMENSIONAL STANDARDS	UNIT SIZE	COMPARISON TO ACCESSORY STRUCTURES	OCCUPANCY LIMITS	NUMBER OF RESIDENTS In ADU	PARKING (For ADU and main dwelling)	DESIGN	OTHER STANDARDS	APPLICATION REQUIREMENTS	INFRASTRUCTURE REQUIREMENTS	INFORMATION/ INCENTIVES	MOST RECENT CODE UPDATES	CODE REFERENCE	Notes/Questions
Description	Cities less than 2,500 exempt from SB 1051, but not Metro reqs	Higher prices expected to create greater pressure for ADU development	Potential for ADU creation, indicates relative range of options	Requirement: Allow minimum of one ADU per detached dwelling rather than per lot to comply with SB 1051. Best practices: Allow attached and detached ADUs, allow more than one ADU per residence.	Limitations on which homes, lots qualify.	Concerns: Overly restrictive setbacks, height, or other dimensions that tie ADU to main dwelling.	Concerns: Restrictive maximum size (below 800 SF), restrictive minimum size (above 300 SF), size tied to main dwelling, size tied to number of ADU occupants	Best practices: Similar dimensional, design standards for nonresidential accessory structures for fairness, limiting temptation to skirt ADU regulations. Concerns: More permissive dimensional, design standards than ADUs.	Concerns: Owner occupancy requirements, covenants required on occupancy requirements, and short-term rental limitations.	Concerns: Occupancy caps shared between ADU and main dwelling, ADU occupancy limit.	parking for ADU, more than one required off-street space for main unit, parking replacement if displaced by ADU. Best practices: No off-street parking for ADU, no requirement to replace any displaced parking, allow tandem	Concerns: Requiring compatibility with main dwelling, requiring specific architectural styles or restrictive materials palette.		Best practices: Review ADUs at building permit stage. Concerns: Conditional use or other land use review.	Concerns: High SDCs relative to other residential types, requirement for separate utility connections, triggers for frontage improvements.	Best practices: Financial incentives such as SDC waivers, permit fee waivers, expedited permit review; educational materials; City technical assistance.			
Evaluation & potential changes				ADUs permitted per dwelling rather than per lot. Consider permitting two ADUs per dwelling.	is permitted, within urban areas. Clarify discrepency about North Bethany districts to ensure ADUs are permitted, and permit in all three transit-oriented districts.	handout; requirement for rear yard matching	No significant concerns. Clarify which standard opplies to attacked AUIs; case and figures slightly ambigious but appears that the 800 SF standard applies. Borus area for ADA-compliant development an interesting incentive.	less appealing than ADUs, but easier design	Remove where occupancy requirement. Exception for nonprofits is nice, but simplify for all.	No concerns.	Remove requirement for ADU parking. Consider how required on-street parking may also support the ADU rather than additional off-street parking.	Relatively specific, but consider removing or simplifying.	Interesting that ADUs are allowed in cluster development. Book yard requirement is the same as applies to primary dwelling, no concerns, though standard could be relaxed if it is restricting development.	with building permit issuance or at least as simple as SF	Review methodology, different rates for attached and detached ADUs, and why some fees are quived and others full rate. Provide info about water and sewer charges too.	Provide more information about process, links to other departmental requirements, and fees.			

Abbreviations: ADU-accessory dwelling unit, R-residential, C-commercial, MX-mixed-use, SF-single-family, MF-multifamily

Regional housing measure

MPAC May 23, 2018













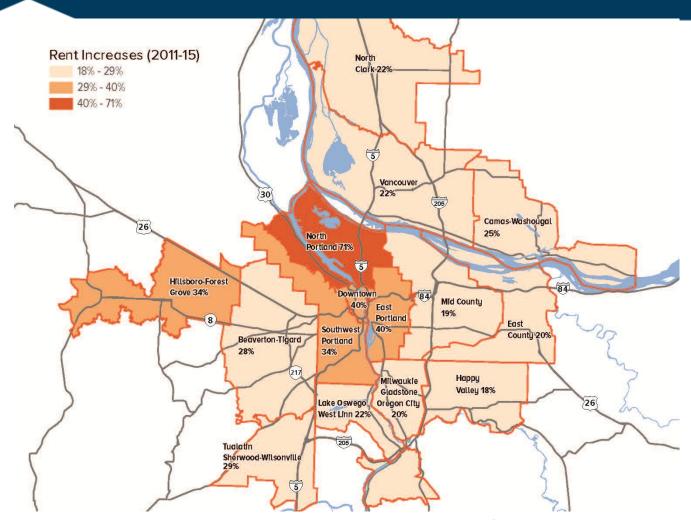






[music]

Regional context



What's new

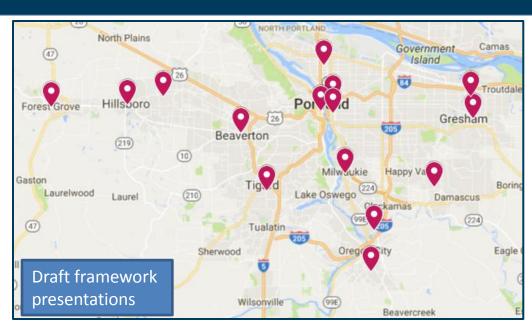
Draft framework presentations

Regional Snapshot

Opt In survey

Refined framework: Advisory Tables

Community partner engagement





What is the framework



Core values

- Lead with racial equity
- Prioritize people not served by the market
- Access to opportunities
- Prevent displacement
- Mixed-income communities, variety of housing types
- Make good use of public dollars



Overall impact

- Total homes / total people
 - With amendment: 12,000 people,
 3,900 homes
 - Without amendment: 7,500 people,2,400 homes
- Recommended scope: \$652.8 million general obligation bond
- Average annual cost to Portlandarea homeowner: Approx. \$60



Eligible activities

Acquisition of land for affordable homes

Acquisition and rehabilitation of lowcost market rate housing for conversion to permanently regulated affordable homes

Construction of new affordable homes

Public ownership of affordable homes (subject to change if constitutional amendment is approved by voters)



Regional outcomes

- 1,600 homes at 30% MFI or lower w/ amendment,1,200 homes without
- At least half of homes sized for families (2+BR)
- All homes affordable for families and individuals with less than 80% MFI
- 10% of homes at 60-80%MFI



Distribution

Funds anticipated for homes to be distributed throughout the region based on assessed value:

- Clackamas County: 21%
- Multnomah County: 45%
- Washington County: 34%



Distribution

90% of funds anticipated to be spent by local partners

10% of funds for regional land acquisition program



Oversight and administration

Intergovernmental agreements; Local implementation strategies

Community oversight committee, reporting and auditing

Cap for program administration, including oversight, compliance, transaction costs at regional and local levels



Implementation: Next steps

Pre-develop IGAs
& local strategies
Local community
engagement plans
Regional admin/
oversight planning
Best practice

discussions

Community
engagement for
local strategies
Oversight
Committee
appointed
Draft local
strategies
complete

Metro, Oversight
Comm. review
local strategies
Metro Council
approves local
strategies, IGAs
Implementation
begins

Ongoing dialogue and coordination with key partners

Next steps

Metro Council work session: Tuesday, May 29 2 p.m.

Metro Council public hearing & vote:
Thursday, June 7 2 p.m.



Discussion

What are you optimistic about?

What advice do you have?

More info & updates: oregonmetro.gov/housing



oregonmetro.gov



Affordable homes for greater Portland: Refined framework

DRAFT, 5/21/2018

KEY VALUES

Our regional investment can create thousands of affordable homes for people who need them. We must build from a foundation of strong values. Metro started the conversation with our stakeholder advisory table by focusing on values. We also looked to existing Metro policies, heard input from jurisdictional partners, and applied lessons learned from past regional and local investment measures.

Through these efforts, we found remarkable consensus around the values that should be reflected in a regional housing investment, from creating an investment framework to building homes and helping people access them. These values are described below.

Lead with racial equity.

Leading with racial equity benefits all of us, regardless of our family background or the unique challenges we have faced. Through this investment, we can take a major step to improve racial equity across the Portland region – which strengthens and enriches our entire community.

Across the region, communities of color struggle disproportionately with unaffordable housing costs, displacement and homelessness. The history of housing in America, and greater Portland, is marked by systemic, ongoing racism and discrimination. We are grappling with the legacy of decades of policy designed to prevent people of color from finding affordable, quality homes in livable neighborhoods. Over time, these policies have concentrated poor people of color, reduced public investment in neighborhoods where they live, and in many cases then displaced them.

Metro's racial equity strategy explicitly includes stable and affordable housing in its definition of racial equity: "Our region is stronger when all individuals and communities benefit from quality jobs, living wages, a strong economy, stable and affordable housing, safe and reliable transportation, clean air and water, a healthy environment and sustainable resources that enhance our quality of life."

To advance racial equity, our regional housing investments will:

- Focus on deep affordability for those most vulnerable and least likely to be served by the market
- Emphasize family sized and multi-generational homes
- Invest to serve those experiencing or at risk of homelessness
- Create homes in places where communities of color live today to prevent further displacement
- Create homes in neighborhoods historically not accessible to communities of color, reflecting Metro's obligation to affirmatively further fair housing under federal policies
- Ensure diverse representation of impacted community members in all oversight and ongoing implementation activities of the bond.

Create opportunity for those in need.

The private housing market is best equipped to serve families who earn average or above-average incomes. But the market is unable to create affordable homes for many with low or very low incomes.

Our regional investment will seek foremost to serve people currently left behind in the region's housing market, especially:

- Communities of color
- Families with children and multiple generations
- People living with disabilities
- Seniors
- Households experiencing or at risk of homelessness
- Households at risk of displacement

Create opportunity throughout the region.

A home is more than rooms and a front door. It is part of a community – and the communities where we live determine much of our ability to access quality education, good-paying jobs and personal wellbeing. Metro's investments will create more opportunities to live in vibrant communities. Through our investments, we aim to:

- Increase access to transportation, employment, education, nutrition, parks and natural areas
- Create affordable housing opportunities across the region
- Invest in mixed-income communities and a variety of housing types
- Prevent displacement in changing neighborhoods

Ensure long-term benefits and good use of public dollars.

The impacts of our investments go beyond the life of this bond – and beyond any of our lifetimes. A number of values will be further reflected throughout implementation of the bond measure. These include the following:

- Create high-quality homes with permanent affordability
- Ensure that investments are financially sound and make good use of public dollars
- Allow flexibility and efficiency in responding to local needs and opportunities throughout the region, as long as local strategies contribute to measurable progress toward regional goals and targets
- Include many partners and types of expertise in implementation decision-making and oversight, including housing providers and builders, culturally-specific organizations, nonprofits and business representatives, and impacted residents
- Be accountable to the region's taxpayers through community oversight that monitors impacts, assesses changing circumstances and confirms measurable progress is made toward outcomes and values defined in the framework
- Require regular public reporting and annual auditing

AFFORDABLE HOMES FOR GREATER PORTLAND: REGIONAL IMPACT

Most importantly, we are taking action as a region to create impact for *people* – families, seniors, communities of color, people living with disabilities, and others who have been left behind in a period of intense growth and demand for housing. Our first attention, then, is to the people we will serve.

This refined framework presents a bold and achievable goal: **Affordable homes for about 12,000 people if a constitutional amendment is approved by Oregon voters this year, or 7,500 people if the amendment is not approved. This would translate to approximately 3,900 homes with the constitutional amendment, or 2,400 homes without it.** For the people who can find a home because of our investment, this is life-changing. For our communities, it's a major investment in stability and opportunity. For our region, it's a clear statement of our values and ambitions.

Our investment will focus particularly on people and families for whom even traditional affordable housing sources often fall short. We have a unique opportunity through a general obligation bond to serve these most vulnerable members of our community, those who earn less than 30% of median family income – about \$24,000 for a family of four or \$17,000 for a single individual. These are often people with disabilities, seniors on fixed incomes, or families on the brink of homelessness. People of color are disproportionately represented in this income bracket as a result of decades of systemic job and housing discrimination.

About the proposed Constitutional amendment

The Oregon Legislature recently referred a Constitutional amendment to statewide voters for consideration on the November 2018 ballot. If this amendment passes, a regional affordable housing bond measure can leverage additional funding and partnerships with cities and nongovernmental entities, such as nonprofit housing providers. If Oregon voters do not approve the proposed amendment, only government agencies could own affordable homes built and acquired with proceeds from a regional bond measure.

A regional housing bond measure would be implemented differently based on the outcome of the statewide vote on this constitutional amendment. Either way, the measure can create affordable homes for thousands of people.

Our goal is to see 1,600 homes created for households with 30% median family income or less if the constitutional amendment passes, or 1,200 homes for these households if the amendment does not pass.

Our investment will also create housing opportunity for families. **Our target is at least half of the affordable homes created through the bond will have two to five bedrooms.** These will create safe, stable homes for parents, children and often other extended family members who wish to live together. For these families, the benefits of such a home will multiply through school achievement, improved health, and stable neighborhoods.

A small portion of affordable homes created through the bond will be available to residents with more moderate incomes who also struggle to find quality affordable homes. **We will set a maximum of 10 percent of the regional investment's affordable homes for people with 60 to 80 percent median family income.** These are common incomes for preschool teachers, carpenters and families with two minimum wage earners. Rents in these units can help provide additional services or offset some of the public investment needed to support residents in the very low income units.

We are grateful for the preliminary commitment of 400 rental assistance vouchers to help support deeper affordability of bond-funded homes in Clackamas and Washington counties. We recognize that further local operating subsidy will be needed to reach the affordability goals outlined in this framework. Creating homes affordable for those with the lowest incomes is a goal shared among all jurisdictions in Oregon, and Metro is committed to working in partnership to achieve these outcomes.

Creating housing opportunity for people with very low incomes can require greater long-term attention and coordination with supportive services to help people keep their home and use it as a springboard to further success. Metro is committed to working with our partners on coordinating housing investments with supportive services over the long term. These members of our community deserve no less.

Ultimately, the homes we create must be accessible to the people we seek to serve. Additional actions through local implementation and regional oversight will seek to reduce barriers to finding and securing affordable homes created by our investment, particularly for communities of color. These are described in the "long-term benefit" section below.

THE RIGHT SCALE: MEASURE SCOPE

We seek to create affordable homes quickly, tangibly and efficiently. In short, we want to serve as many people as we can, as quickly as we can. Informed by local capacity and opportunity around the region, a \$652.8 million general obligation bond provides strong confidence that our targets are achievable and realistic, and can be accomplished within five to seven years. Through collaboration with partners and the community, we can do this

A bond of this size would present an average annual cost to Portland-area homeowners of roughly \$60 per year.

CREATING AFFORDABLE HOMES: ELIGIBLE ACTIVITIES

Through our investment, affordable homes will be created in several ways. Clearly, partners may build new affordable homes. They may also acquire, renovate and protect existing low-cost housing on the market which is at risk of spiraling rents and displacement of current residents. Finally, local partners and Metro may purchase land on which to build affordable homes. These activities will work together to help achieve our desired outcomes.

If the constitutional amendment does not pass, all homes created through the bond would need to be owned by public entities, such as housing authorities. If the amendment does pass, affordable homes created through the bond could also be owned by nongovernmental entities, such as non-profit community development corporations. If the amendment passes, affordable homeownership programs would also be eligible as part of local implementation.

The purpose and singular focus of this regional investment measure is to create affordable homes. A general obligation bond must only be spent on capital costs. However, some costs of bond administration and oversight, including transaction costs of buying land and buildings, will occur through regional and local implementation. To focus bond dollars on creating the most homes possible, we propose that no more than 7 percent of bond dollars be used for administration, oversight and transaction costs at the regional and local level. This cap is incorporated into the distribution described below.

OPPORTUNITY THROUGHOUT GREATER PORTLAND: DISTRIBUTION

A regional bond measure presents a unique opportunity to create affordable homes for people throughout the region, helping people find affordable homes in communities where they have historically been scarce. At the same time, the regional investment can enhance communities' cultural and social capital by countering displacement that has disrupted too many communities in the region, especially communities of color.

Recognizing the spread of need and opportunity throughout the region, we propose that affordable homes created by the bond be distributed region-wide based on assessed value within each of greater Portland's three counties.

This means that approximately **45 percent of homes created through the bond would be in Multnomah County, 34 percent in Washington County and 21 percent in Clackamas County.**

Partners in each county will create homes according to local needs and opportunities, while also advancing regional outcomes and goals. Under the current Oregon constitution, these partners would be the three public housing authorities. They would develop, own and operate the homes within their respective counties. If the constitutional amendment passes, cities that have more than 50,000 residents and that administer their own federal community development block grant allocations will also be eligible to participate in creating affordable homes through gap financing for construction, acquisition and renovation of affordable homes in partnership with private and nonprofit entities.

In addition to local action, a strategic regional approach to acquiring land for affordable homes will help create housing opportunity in neighborhoods where affordability is scarce or threatened by rapidly rising land prices. With its unique experience in land acquisition, transit planning and transit-oriented development, Metro will establish a strategic regional land acquisition program. Through this regional program, Metro will purchase land for affordable home creation in areas with current or planned frequent service transit, in collaboration with local jurisdictions. This program will be subject to the same community oversight as local implementation, described below. Ten percent of the bond's programmatic funds will be dedicated to this regional program.

LONG-TERM BENEFIT: IMPLEMENTATION AND OVERSIGHT

A regional housing measure will be guided by regional goals and oversight, but implemented primarily through the expertise of local jurisdictions. Local jurisdictions are best able to listen to their communities and create affordable homes that meet their unique needs and opportunities. At the same time, regional oversight will monitor commitments to the region's voters as well as Metro's fiduciary obligations.

Local implementation strategies

Implementation will be focused at the local level. Each participating jurisdiction will produce an implementation strategy focused on their community's affordable housing needs and development opportunities. Strategies will outline local goals and commitments to achieve regional targets, and identify local opportunities, needs and location priorities.

Participating local jurisdictions must describe how they will advance regional racial equity and affirmatively further fair housing – that is, ensure that homes created help provide new opportunity to people of color, people with disabilities, seniors and others who have experienced historic discrimination in the housing markets. Jurisdictions will also describe their project selection and approval process, including community and Metro input.

If regional voters approve the bond measure, participating local jurisdictions will conduct community engagement beginning in November 2018 to inform the development of their local implementation strategies. By March 2019, strategies will be approved by a regional community oversight committee described below, and incorporated into intergovernmental agreements between Metro and the jurisdictions.

Once this process is complete, participating jurisdictions will begin identifying potential investments to create affordable homes. Investments that comply with the local implementation strategy, bond financing rules, and regional goals will be eligible to receive bond funding. Participating jurisdictions will have access to a pool of funding necessary for their share of the regional targets, as described in the distribution section above.

Intergovernmental agreements

Intergovernmental agreements will provide clarity and certainty for each partner. Following a Metro Council referral of the bond measure, participating jurisdictions will begin preliminary discussions to develop Intergovernmental Agreements with Metro. These agreements will identify eligible program activities, funding needed to achieve the local share of regional housing targets, and a local strategy for implementation that advances regional policies and goals, including racial equity, community engagement and inclusive decision-making.

Regional accountability and oversight

Greater Portland does best when we bring together diverse voices to monitor and advance shared goals. Metro is also committed to accountability to the region's taxpayers, to ensure that progress is made on regional outcomes.

If voters approve the bond measure, the Metro Council will appoint a regional community oversight committee in early 2019. The oversight committee's diverse membership will include people with experience in affordable housing finance, construction and need, as well as members of communities we are seeking to serve. The oversight committee – from member recruitment to committee action – will adhere to the policies, recommended actions and practices derived from Metro's Strategic Plan to Advance Racial Equity, Diversity and Inclusion.

The oversight committee will make recommendations to Metro and participating jurisdictions to help ensure that local investments build up to regional goals and desired outcomes. Participating jurisdictions will present progress reports to the oversight committee annually. With the oversight committee's approval, local strategies may be amended annually to respond to changing circumstances and opportunities.

If a participating jurisdiction is unable to successfully create homes in a timely manner advancing the overall goals of the measure, as defined in intergovernmental agreements, the oversight committee and Metro COO may determine that the funding may be better applied to create affordable homes more quickly with other partners.

Expectations for local implementation

Metro needs to ensure that local investments reflect adopted Metro Council policy, and that we incorporate feedback from community partners to advance racial equity and other key values. Metro will include such values and policies in intergovernmental agreements with participating jurisdictions; these jurisdictions must ensure they are reflected in their implementation strategies.

- Project selection and decision-making structures will include consideration of racial equity and affirmatively furthering fair housing.
- Local implementation and regional oversight will include representatives of impacted communities.
- Bond-funded investments will include screening criteria that reduce barriers for vulnerable communities to access housing opportunities.
- Partnerships with culturally specific organizations and community groups will inform project selection, design, marketing and service. Marketing plans will seek to help immigrants and communities of color access affordable homes created through the regional bond.
- Regional and local partners will have targets for equitable construction contracting and workforce participation in developing and operating homes created through the regional bond.

These expectations will be further refined after additional conversation with regional stakeholders and local partners.

NEXT STEPS

Our times and challenges demand bold action. This framework proposes just that. Together we can fulfill our goals through close collaboration, careful monitoring and listening to each other and the community.

A great deal of conversation, feedback and engagement has shaped this framework. If the Metro Council decides to refer a bond measure to the region's voters, it will initiate further steps to prepare regionally and locally to begin creating affordable homes.

Families, seniors and vulnerable members of our community need affordable homes to be created as soon as possible. Should the region's voters approve a regional housing measure, Metro and partners will move quickly to complete local implementation strategies, identify investments and create affordable homes. That said, we will also be diligent to ensure our strategies and investments reflect the specific desires and needs of people and communities we seek to serve.

As such, we propose these next steps moving forward:

- May 2018: Discussion at Metro's housing advisory tables and MPAC of refined framework, presentation of full recommendation to the Metro Council
- June 2018: Metro Council consideration of a resolution to approve the draft framework and refer a measure to voters on the November 2018 ballot
- June-November 2018: Metro staff provide public information about the measure; work with local jurisdiction partners to pre-develop IGAs, local implementation strategies and community engagement plans for post-election; maintain ongoing dialogue with community partners
- November 2018-February 2019: Regional community oversight committee appointed; local implementation strategy development, including community engagement; Community oversight committee appointed by the Metro Council
- March 2019: Local strategies approved by oversight committee and incorporated into final intergovernmental agreements approved by local governing bodies and the Metro Council
- April 2019: Implementation begins

Regional housing measure: Framework feedback and draft refinements

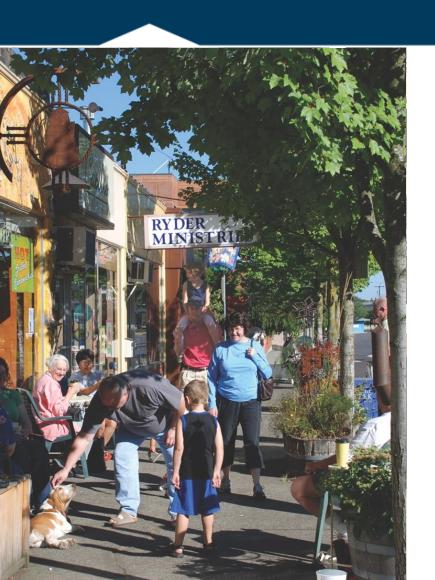
DRAFT – For Discussion – 5/21/2018

Issue	What we heard: Draft framework	Options considered	Refined framework recommendation	Further feedback	COO Recommendation	Final Council decision
Admin cap	Too high Too low	Adjust higher, adjust lower, or maintain	Maintain; clarify function			
Land acquisition program	Too large Can local jurisdictions acquire land too?	Adjust or maintain land acquisition program	Clarify function, local eligibility			
Regional oversight, local implementation	More local flexibility Maintain strong regional oversight	Adjust or keep draft framework proposal	Maintain nimble yet accountable approach through IGAs, local strategies			
Cost assumptions	Confirm capital and operating assumptions are accurate	Increase or maintain cost assumptions	Increase capital and operating cost assumptions			
Deep affordability commitment	Target will be hard Target should be a minimum Need to align with services	Adjust or maintain target	Target of 1,600 homes for households at 30% MFI or lower with amendment. 1,200 homes without. Work with partners to align with services			
Scope	Serve more people, increase measure impact	Increase measure size to serve more people Maintain measure size	Increase: As many as 12,000 people; 3,900 homes (with amendment) About 7,500 people, 2,400 homes (without amendment) \$652.8 million bond			



Policy and Implementation MPAC | May 23, 2018

Today's purpose



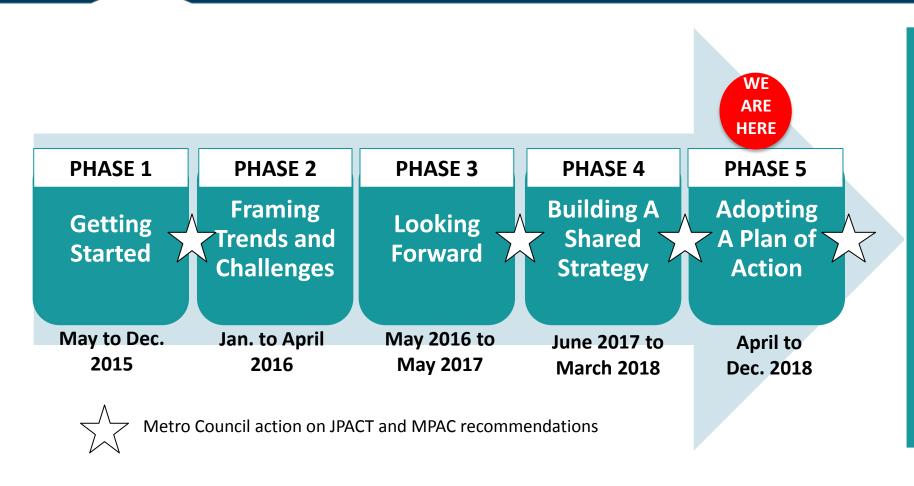
Provide update on project list refinements and draft RTP

Seek feedback on whether MPAC feedback has been adequately addressed in:

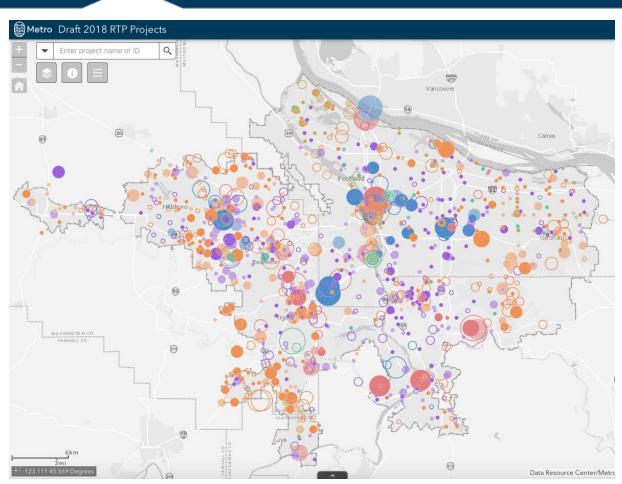
- Draft revised goals and objectives
- Draft revised policies

Preview post-RTP update implementation

RTP timeline



More than \$22 billion in investments proposed through 2040



\$22 billion in capital projects identified*

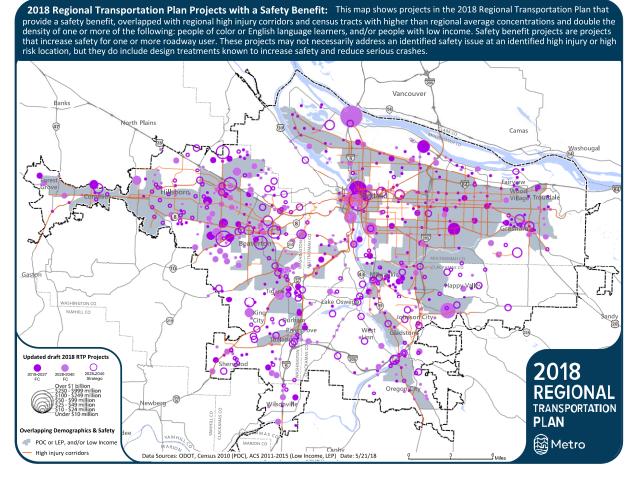
\$15 billion on the Constrained list, with \$7 billion slated for the first 10 years*

View the interactive map and download proposed projects at: oregonmetro.gov/2018projects

^{*} Draft costs are rounded, and do not reflect transit service operations and road maintenance.

Project list refinements responsive to Council direction

More than 60% of projects provide specific safety benefit



Updates focused on:

shifting timing adding safety and equity components completing bike and pedestrian network expanding transit increasing street connectivity addressing congestion

RTP document under development

Executive Summary

Chapter 1: Toward A Connected

Region

Chapter 2: Our Shared Vision for

Transportation

Chapter 3: Transportation

System Policies to Achieve Our

Vision

Chapter 4: Snapshot of Our

Growing and Changing Region

Chapter 5: Our Transportation

Funding Outlook

Chapter 6: Regional Programs

and Projects to Achieve Our

Vision

Chapter 7: Measuring Outcomes

Chapter 8: Moving Forward

Together

Appendices and supporting

documents

Council direction on policy chapter

Reflect values and priority outcomes identified through the process

Make language more accessible; minimize jargon

Focus more on people and outcomes

Reduce redundancy

Make objectives more specific and measurable

Align objectives with updated system performance and equity measures



Chapter 2 | Our Shared Vision for Transportation

Revisions RTP goals

- Vibrant Communities
- Shared Prosperity
- Transportation Choices
- Reliability and Efficiency
- Safety and Security
- Healthy Environment
- Healthy People
- Climate Protection

- Equitable Transportation
- Fiscal Stewardship
- ☼ Transparency and Accountability

Chapter 2 | Our Shared Vision for Transportation

Revisions to objectives

Add new objectives related to access to jobs, transit, travel options, freight destinations and community places

Update existing objectives to reflect focus on vision zero approach, active transportation network completion and reducing disparities and barriers for marginalized communities

Reorganize and remove redundant objectives related to prosperity, travel choices, congestion, reliability







Chapter 3 | Transportation System Policies to Achieve Our Vision

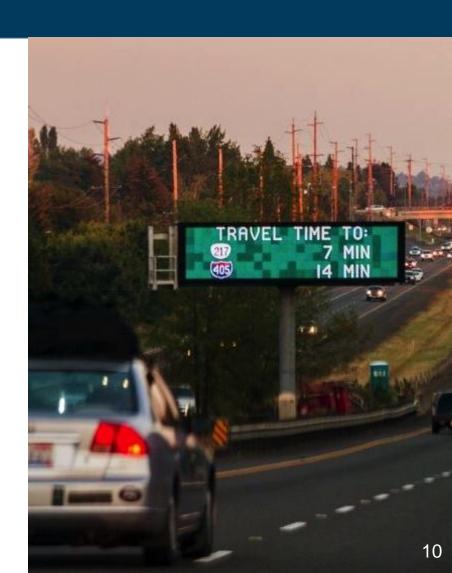
Revisions to policies

Add **new** policies for **safety, equity** and emerging **technology**

Update existing policies to reflect freight, transit and regional travel options strategies

Clarify existing policies for throughways and arterials and system management related to safety, reliability and congestion

Minor updates to climate smart, bike and pedestrian policies



Chapter 3 | Transportation System Policies to Achieve Our Vision

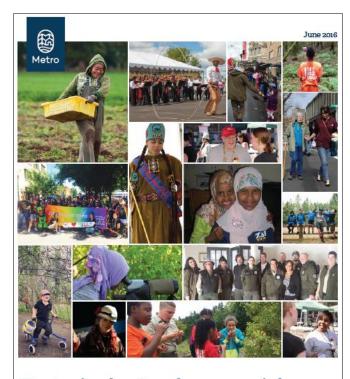
Focus of new equity policies

Prioritizing reducing disparities and barriers, particularly for people of color and people with low income

Evaluating transportation investments for **equity benefits and impacts**

Engaging and addressing the needs of marginalized communities in planning and implementation

Anticipating and minimizing displacement impacts



Strategic plan to advance racial equity, diversity and inclusion

Chapter 8 | Moving Forward Together

Implementation chapter







Section 1: Introduction

Section 2: Updates and

Amendments to the RTP

Section 3: Planning and Programs

Section 4: Projects

Section 5: Data and Tools

Section 6: Conclusion

Local implementation

Transportation system plan updates Concept planning Subarea and topical plans and studies Land use and

comprehensive plan

updates





GRESHAN

WILSONVILLE





















Metro regional programs











Grants and resources

- √ 2040 planning and development grants
- ✓ Community placemaking grants
- ✓ Equitable housing initiative grants
- ✓ Regional Flexible Funds Allocation
- ✓ Travel options program and grants
- ✓ System management program and grants
- ✓ Investment areas program
- ✓ Transit-oriented development program

Technical assistance
Planning support and data

Region-wide planning (next 5 years)

Examples of regional-scale planning needed to address unresolved issues	Lead Agency	Proposed timing
Regional Mobility Policy Update*	Metro	2019-20
Regional Congestion Pricing Technical Analysis	Metro, ODOT	2019-TBD
Jurisdictional Transfer Strategy for State- owned Urban Arterials	Metro, ODOT	2019-20
TSMO Strategy Update	Metro	2019-20
Enhanced Transit Concept Pilot Program	Metro, TriMet	2018-22
Central City Transit Capacity Analysis	Metro, TriMet	TBD
Emergency Transportation Routes Project	Metro, RPDO	2019-20
Regional Freight Delay and Commodities Movement Study	Metro, ODOT	2022
Regional Freight Rail Study	Metro, Port	2023

^{*} Required to demonstrate consistency with Oregon Transportation Planning Rule (OAR-660-012-0025)



Transit planning

TriMet and SMART annual service planning and future capacity studies

Ongoing coordination with Metro, ODOT, cities, counties and other transit providers

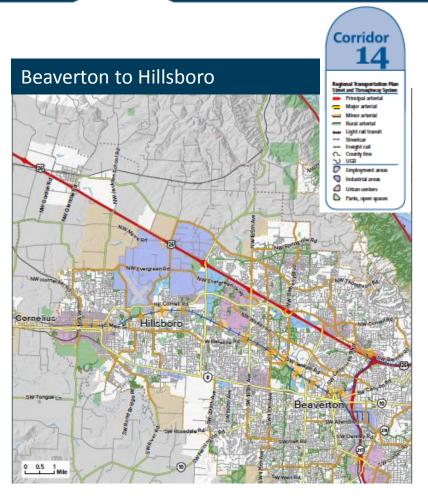
Implements RTP, Regional Transit
Strategy and Coordinated
Transportation Plan for Seniors and
People with Disabilities

Wilsonville



COORDINATED TRANSPORTATION PLAN FOR SENIORS & PERSONS WITH DISABILITIES

Corridor refinement planning



Develop shared investment strategies to address unmet multimodal transportation needs within identified multimodal mobility corridors*

Link equity, economic, housing and other goals with multimodal management and capital solutions

Recommend strategies and phasing to catalyze investment

^{*} As defined by the Transportation Planning Rule (OAR 660-012-0025)

Future refinement planning

subject to change pending regional mobility policy update

- 1. Tigard to Wilsonville, including I-5 south (Mobility Corridor 3)
- 2. Portland Central City Loop, including I-405 loop (Mobility Corridor 4)
- 3. Clark County to I-5 via Gateway, Oregon City and Tualatin, including I-205 (Mobility Corridors 7, 8, 9 and 10)
- 4. Beaverton to Forest Grove, including Tualatin Valley Highway (Mobility Corridors 14 and 15)
- 5. Portland Central City to Lents and Gresham, including US 26/Powell Boulevard (Mobility Corridors 19 and 20)
- 6. Hillsboro to Portland, including US 26 and US 30 (Mobility Corridors 13, 14 and 16) (new)
- 7. Clackamas/Happy Valley to Fairview/Wood Village/Troutdale, including OR 212 (Mobility Corridor 24) (new)

Section 8.3 | Projects

Major project development

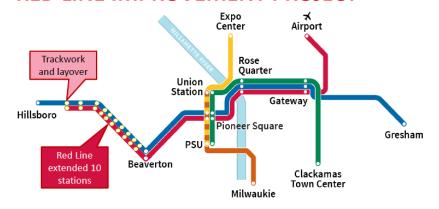






Highway 217 Corridor Improvements

RED LINE IMPROVEMENT PROJECT



I-205 WIDENING & SEISMIC IMPROVEMENTS Stafford Road to OR998

Next steps

June 19 Council review of draft performance results

June 21 JPACT review (policy and implementation)

and draft performance results

June 21 Council direction to staff on releasing draft

2018 RTP (and policies) and draft strategies

for public review

June 27 MPAC review of draft performance results

June 29 to Aug. 13 Public comment period; hearing Aug. 2

Aug. – Sept. MTAC develops and makes recommendation

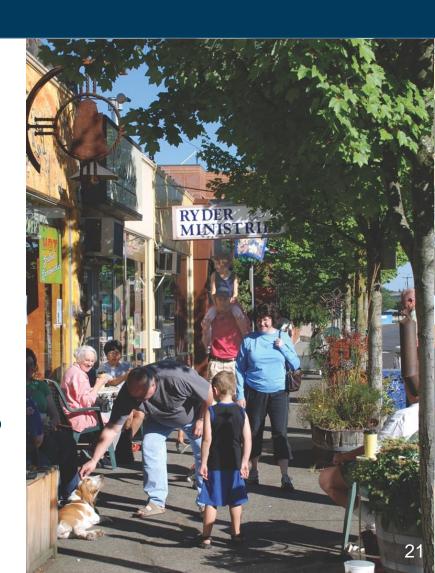
to MPAC

Sept. – Oct. MPAC considers MTAC recommendation on

Metro Council adoption of RTP and strategies

Questions for MPAC

- Has MPAC feedback on policy chapter been adequately addressed?
- 2. Does MPAC have additional feedback on updated goals, objectives or policies?
- 3. Does MPAC have feedback regarding future implementation?



Supplemental slides

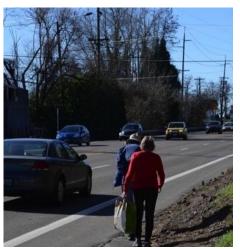
Chapter 2 | Our Shared Vision for Transportation

Vision Statement

In 2040, everyone in the Portland metropolitan region will share in a prosperous, equitable economy and exceptional quality of life sustained by a safe, reliable, healthy, and affordable transportation system with travel options.







Vision statement approved by the Metro Council, JPACT and MPAC in May 2017.



Vision Statement

Establishes the overarching vision of the plan

Moving from Vision to Strategies





Goals

Expand on the Vision Statement to describe outcomes of emphasis



Objectives

Define focused, measurable outcomes of the Goals



Performance Measures

Track progress in achieving the Objectives



Policies and Strategies

Detail an approach to meet desired outcomes (Goals and Objectives)

Section 8.5 | Data and Tools

Measuring and tracking outcomes

Innovative data and tools to address existing and emerging planning and policy priorities:

- Data collection and coordination
- Analysis tools (maintenance and development)
- Monitoring and reporting tools



