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CLIMATE SMART COMMUNITIES SCENARIOS PROJECT

Exhibit B to Ordinance No. 14-1346 .

Regional Framework Plan Amendments

Recommended Draft

This document reflects changes recommended to respond to public comments and subsequent advisory committee review

December 9, 2014

MAKING A GREAT PLACE

Metro

About Metro

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

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

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Recommended changes (December 9, 2014)

All of Chapter 1 of the Regional Framework Plan is provided for reference. Changes shown in ~~single strikethrough~~ and single underscore were included in the Sept. 15, 2014 public review draft. Changes shown in ~~double strikethrough~~ and double underscore reflect additional recommended changes to respond to comments received during the comment period and subsequent discussions by Metro's regional advisory committees.

Chapter 1

Land Use

REGIONAL FRAMEWORK PLAN
CHAPTER 1 LAND USE

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Chapter 1 Land Use

Introduction

The Metro Charter requires that Metro address growth management and land use planning matters of metropolitan concern. This chapter contains the policies that guide Metro in such areas as development of centers, corridors, station communities, and main streets; housing choices; employment choices and opportunities; economic vitality; urban and rural reserves; management of the Urban Growth Boundary (UGB); urban design and local plan and policy coordination.

This chapter also addresses land use planning matters that the Metro Council, with the consultation and advice of the Metro Policy Advisory Committee (MPAC), determines will benefit from regional planning, such as affordable housing.

A livable region is an economically strong region. This chapter contains policies that support~~s~~ a strong economic climate through encouraging the development of a diverse and sufficient supply of jobs, especially family wage jobs, in appropriate locations throughout the region. The policies in this chapter are also a key component of the regional strategy to reduce per capita greenhouse gas emissions from light-duty vehicle travel.

Six Outcomes, Characteristics of a Successful Region

It is the policy of the Metro Council to exercise its powers to achieve the following six outcomes, characteristics of a successful region:

1. People live, work and play in vibrant communities where their everyday needs are easily accessible.
2. Current and future residents benefit from the region's sustained economic competitiveness and prosperity.
3. People have safe and reliable transportation choices that enhance their quality of life.
4. The region is a leader in minimizing contributions to ~~global warming~~climate change.
5. Current and future generations enjoy clean air, clean water and healthy ecosystems.
6. The benefits and burdens of growth and change are distributed equitably.

(Added 12/16/10, Metro Ord. 10-1244B.)

Performance Measures and Performance Targets

It is also the policy of the Metro Council to use performance measures and performance targets to:

a. Evaluate the effectiveness of proposed policies, strategies and actions to achieve the desired Outcomes;

b. Inform the people of the region about progress toward achieving the Outcomes;

c. Evaluate the effectiveness of adopted policies, strategies and actions and guide the consideration of revision or replacement of the policies, strategies and actions; and

d. Publish a report on progress toward achieving the desired Outcomes on a periodic basis.

(Added 12/16/10, Metro Ord. 10-1244B.)

The Metro Code provisions, the Urban Growth Management Functional Plan, a background discussion and policy analysis for this chapter are included in the Appendices of this plan.

Policies

The following section contains the policies for land use. These policies are implemented in several ways. The Metro Council implements the policies through its investments in planning, transportation and other services. The Council also implements the policies by adopting and occasionally revising Metro's functional plans for local governments. The functional plans themselves are implemented by the region's cities and counties through their comprehensive plans and land use regulations.

1.1 Compact Urban Form

It is the policy of the Metro Council to:

1.1.1. Ensure and maintain a compact urban form within the UGB.

1.1.2 Adopt and implement a strategy of investments and incentives to use land within the UGB more efficiently and to create a compact urban form.

1.1.3 Facilitate infill and re-development, particularly within Centers, Corridors, Station Communities, Main Streets and Employment Areas, to use land and urban services efficiently, to support public transit, to promote successful, walkable communities and to create equitable and vibrant communities.

1.1.4 Incent and ~~E~~encourage elimination of unnecessary barriers to compact, mixed-use, pedestrian and bicycle-friendly and transit-supportive development within Centers, Corridors, Station Communities and Main Streets.

1.1.5 Promote the distinctiveness of the region's cities and the stability of its neighborhoods.

1.1.6 Enhance compact urban form by developing the Intertwine, an interconnected system of parks, greenspaces and trails readily accessible to people of the region.

1.1.7 Promote excellence in community design.

1.1.8 Promote a compact urban form as a key climate action strategy to reduce greenhouse gas emissions.

(RFP Policy 1.1 amended 12/16/10, Metro Ord. 10-1244B.)

1.2 Centers, Corridors, Station Communities and Main Streets

It is the policy of the Metro Council to:

1.2.1. Recognize that the success of the 2040 Growth Concept depends upon the success of the region's Centers, Corridors, Station Communities and Main Streets as the principal centers of urban life in the region. Recognize that each Center, Corridor, Station Community and Main Street has its own character and stage of development and its own aspirations; each needs its own strategy for success.

1.2.2. Work with local governments, community leaders and state and federal agencies to develop an investment strategy for Centers, Corridors, Station Communities and Main Streets with a program of investments in public works, essential services and community assets, that will enhance their roles as the centers of urban life in the region. The strategy shall:

a. Give priority in allocation of Metro's investment funds to Centers, Corridors, Station Communities and Main Streets;

b. To the extent practicable, link Metro's investments so they reinforce one another and maximize contributions to Centers, Corridors, Station Communities and Main Streets;

c. To the extent practicable, coordinate Metro's investments with complementary investments of local governments and with state and federal agencies so the investments reinforce one another , maximize contributions to Centers, Corridors, Station Communities and Main Streets and help achieve local aspirations; and

d. Include an analysis of barriers to the success of investments in particular Centers, Corridors, Station Communities and Main Streets.

1.2.3. Encourage employment opportunities in Centers, Corridors, Station Communities and Main Streets by:

a. Improving access within and between Centers, Corridors, Station Communities and Main Streets;

b. Encouraging cities and counties to allow a wide range of employment uses and building types, a wide range of floor-to-area ratios and a mix of employment and residential uses; and

c. Encourage investment by cities, counties and all private sectors by complementing their investments with investments by Metro.

1.2.4. Work with local governments, community leaders and state and federal agencies to employ financial incentives to enhance the roles of Centers, Corridors, Station Communities and Main Streets and maintain a catalogue of incentives and other tools

that would complement and enhance investments in particular Centers, Corridors, Station Communities and Main Streets.

1.2.5. Measure the success of regional efforts to improve Centers and Centers, Corridors, Station Communities and Main Streets and report results to the region and the state and revise strategies, if performance so indicates, to improve the results of investments and incentives.

1.3 Housing Choices and Opportunities

It is the policy of the Metro Council to:

1.3.1. Provide housing choices in the region, including single family, multi-family, ownership and rental housing, and housing offered by the private, public and nonprofit sectors, paying special attention to those households with fewest housing choices.

1.3.2. As part of the effort to provide housing choices, encourage local governments to ensure that their land use regulations:

a. Allow a diverse range of housing types;

b. Make housing choices available to households of all income levels; and

c. Allow affordable housing, particularly in Centers and Corridors and other areas well-served with public services and frequent transit service.

1.3.3. Reduce the percentage of the region's households that are cost-burdened, meaning those households paying more than 50 percent of their incomes on housing and transportation.

1.3.4. Maintain voluntary affordable housing production goals for the region, to be revised over time as new information becomes available and displayed in Chapter 8 (Implementation), and encourage their adoption by the cities and counties of the region.

1.3.5. Encourage local governments to consider the following tools and strategies to achieve the affordable housing production goals:

a. Density bonuses for affordable housing;

b. A no-net-loss affordable housing policy to be applied to quasi-judicial amendments to the comprehensive plan;

c. A voluntary inclusionary zoning policy;

d. A transferable development credits program for affordable housing;

e. Policies to accommodate the housing needs of the elderly and disabled;

f. Removal of regulatory constraints on the provision of affordable housing; and

g. Policies to ensure that parking requirements do not discourage the provision of affordable housing.

1.3.6 Require local governments in the region to report progress towards increasing the supply of affordable housing and seek their assistance in periodic inventories of the supply of affordable housing.

1.3.7 Work in cooperation with local governments, state government, business groups, non-profit groups and citizens to create an affordable housing fund available region wide in order to leverage other affordable housing resources.

1.3.8 Provide technical assistance to local governments to help them do their part in achieving regional goals for the production and preservation of housing choice and affordable housing.

1.3.9 Integrate Metro efforts to expand housing choices with other Metro activities, including transportation planning, land use planning and planning for parks and greenspaces.

1.3.10 When expanding the Urban Growth Boundary, assigning or amending 2040 Growth Concept design type designations or making other discretionary decisions, seek agreements with local governments and others to improve the balance of housing choices with particular attention to affordable housing.

1.3.11 Consider incentives, such as priority for planning grants and transportation funding, to local governments that obtain agreements from landowners and others to devote a portion of new residential capacity to affordable housing.

1.3.12 Help ensure opportunities for low-income housing types throughout the region so that families of modest means are not obliged to live concentrated in a few neighborhoods, because concentrating poverty is not desirable for the residents or the region.

1.3.13 Consider investment in transit, pedestrian and bicycle facilities and multi-modal streets as an affordable housing tool to reduce household transportation costs to leave more household income available for housing.

1.3.14 For purposes of these policies, “affordable housing” means housing that families earning less than 50 percent of the median household income for the region can reasonably afford to rent and earn as much as or less than 100 percent of the median household income for the region can reasonably afford to buy.

(RFP Policy 1.3 updated 9/10/98, Metro Ord. 98-769; Policies 1.3, 1.3.1 through 1.3.7. updated, Metro Ord. 00-882C; RFP Policies 1.3.1 through 1.3.4, updated 2/05; RFP Policy 1.3 updated 4/25/07, Metro Ord. 06-1129B; and amended 12/16/10, Metro Ord. 10-1244B.)

1.4 Employment Choices and Opportunities

It is the policy of the Metro Council to:

1.4.1. Locate expansions of the UGB for industrial or commercial purposes in locations consistent with this plan and where, consistent with state statutes and statewide goals, an assessment of the type, mix and wages of existing and anticipated jobs within subregions justifies such expansion.

1.4.2. Balance the number and wage level of jobs within each subregion with housing cost and availability within that subregion. Strategies are to be coordinated with the planning and implementation activities of this element with Policy 1.3, Housing Choices and Opportunities and Policy 1.8, Developed Urban Land.

1.4.3. Designate, with the aid of leaders in the business and development community and local governments in the region, as Regionally Significant Industrial Areas those areas with site characteristics that make them especially suitable for the particular requirements of industries that offer the best opportunities for family-wage jobs.

1.4.4. Require, through the Urban Growth Management Functional Plan, that local governments exercise their comprehensive planning and zoning authorities to protect Regionally Significant Industrial Areas from incompatible uses.

1.4.5. Facilitate investment in those areas of employment with characteristics that make them especially suitable and valuable for traded-sector goods and services, including brownfield sites and sites that are re-developable.

1.4.6. Consistent with policies promoting a compact urban form, ensure that the region maintains a sufficient supply of tracts 50 acres and larger to meet demand by traded-sector industries for large sites and protect those sites from conversion to non-industrial uses.

(RFP Policy 1.4 updated 10/26/00, Metro Ord. 00-879A; and Policies 1.4.1 and 1.4.2 added 12/05/02, Metro Ord. 02-969B-06; Policies 1.4.1 through 1.4.2 updated and 1.4.3 and 1.4.4 added 2/05)

1.5 Economic Vitality

It is the policy of the Metro Council to:

1.5.1 Include all parts of the region in the region's economic development, including areas and neighborhoods which have been experiencing increasing poverty and social needs, even during periods of a booming regional economy.

1.5.2 Recognize that to allow the kinds of social and economic decay in older suburbs and the central city that has occurred in other larger and older metro regions is a threat to our quality of life and the health of the regional economy.

1.5.3 Ensure that all neighborhoods and all people have access to opportunity and share the benefits, as well as the burdens, of economic and population growth in the region.

1.5.4 Support economic vitality throughout the entire region, by undertaking the following steps:

a. Monitoring regional and subregional indicators of economic vitality, such as the balance of jobs, job compensation and housing availability.

b. Facilitating collaborative regional approaches which better support economic vitality for all parts of the region if monitoring finds that existing efforts to promote and support economic vitality in all parts of the region are inadequate.

1.5.5 Promote, in cooperation with local governments and community residents, revitalization of existing city and neighborhood centers that have experienced disinvestment and/or are currently underutilized and/or populated by a disproportionately high percentage of people living at or below 80 percent of the region's median income.

1.6 Growth Management (Repealed, Ord. 10-1244B, 12/16/10)

(RFP Policy 1.6 updated 10/26/00, Metro Ord. 00-879A; RFP Policy 1.6 updated 2/05; RFP Policy 1.6 repealed 12/16/10.)

1.7 Urban and Rural Reserves

It is the policy of the Metro Council to:

1.7.1 Establish a system of urban reserves, sufficient to accommodate long-term growth, that identifies land outside the UGB suitable for urbanization in a manner consistent with this Regional Framework Plan.

1.7.2 Collaborate with Multnomah, Clackamas and Washington Counties and Neighbor Cities to establish a system of rural reserves to protect agricultural land, forest land and natural landscape features that help define appropriate natural boundaries to urbanization, and to keep a separation from Neighbor Cities to protect their identities and aspirations.

1.7.3 Designate as urban reserves, with a supply of land to accommodate population and employment growth to the year 2060, those lands identified as urban reserves on the Urban and Rural Reserves Map in Title 14 of the Urban Growth Management Functional Plan.

1.7.4 Protect those lands designated as rural reserves on the Urban and Rural Reserves Map in Title 14 of the Urban Growth Management Functional Plan from addition to the UGB and from re-designation as urban reserves at least until the year 2060.

1.7.5 In conjunction with the appropriate county, cities and service districts, develop concept plans for urban reserves prior to their addition to the UGB. Provide technical, financial and other support to the local governments in order to:

a. Help achieve livable communities and reduce greenhouse gas emissions.

b. Identify the city or cities that will likely annex the area after it is added to the UGB.

c. Identify the city or cities or the service districts that will likely provide services to the area after it is added to the UGB.

d. Determine the general urban land uses, key local and regional multi-modal transportation facilities and prospective components of the regional system of parks, natural areas, open spaces, fish and wildlife habitats, trails and greenways.

1.7.6 Twenty years after the initial designation of the reserves, in conjunction with Clackamas, Multnomah and Washington Counties, review the designated urban and rural reserves for effectiveness, sufficiency and appropriateness.

(RFP Policy 1.7 updated 10/26/00, Metro Ord. 00-879A, RFP Policy 1.7 updated 2/05; RFP Policy 1.7 updated Ord. 10-1238A, 09/08/10.)

1.8 Developed Urban Land

It is the policy of the Metro Council to:

1.8.1 Identify and actively address opportunities for and obstacles to the continued development and redevelopment of existing urban land using a combination of regulations and incentives to ensure that the prospect of living, working and doing business in those locations remains attractive to a wide range of households and employers.

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

1.8.3 Assess redevelopment and infill potential in the region when Metro examines whether additional urban land is needed within the UGB, and include the potential for redevelopment and infill on existing urban land as an element when calculating the buildable land supply in the region, where it can be demonstrated that the infill and redevelopment can be reasonably expected to occur during the next 20 years.

1.8.4 Work with jurisdictions in the region to determine the extent to which redevelopment and infill can be relied on to meet the identified need for additional urban land.

1.8.5 Initiate an amendment to the UGB, after the analysis and review in 1.8.3, to meet that portion of the identified need for land not met through commitments for redevelopment and infill.

(RFP Policy 1.8 updated 2/05.)

1.9 Urban Growth Boundary

It is the policy of the Metro Council to:

1.9.1 Establish and maintain an urban growth boundary to limit urbanization of rural land and facilitate the development of a compact urban form.

1.9.2 Consider expansion of the UGB only after having taken all reasonable measures to use land within the UGB efficiently.

1.9.3 Expand the UGB, when necessary, from land designated Urban Reserves unless they cannot reasonably accommodate the demonstrated need to expand.

1.9.4 Not to expand the UGB onto lands designated Rural Reserves at least until the year 2060.

1.9.5 Consult appropriate Neighbor Cities prior to addition of land to the UGB in their vicinity.

1.9.6 Add land to the UGB only after concept planning for the land has been completed by the responsible local governments in collaboration with Metro unless participants cannot agree on the plan and addition of the land is necessary to comply with ORS 197.299.

1.9.7 Provide the following procedures for expansion of the UGB:

a. A process for minor revisions

b. A complete and comprehensive process associated with the analysis of the capacity of the UGB required periodically of Metro by state planning laws

c. A process available for expansion to accommodate non-residential needs between the state-required capacity analyses

d. An accelerated process for addition of land to accommodate an immediate need for industrial capacity.

1.9.8 Use natural or built features, whenever practical, to ensure a clear transition from rural to urban land use.

1.9.9 Ensure that expansion of the UGB enhances the roles of Centers, Corridors and Main Streets.

1.9.10 Determine whether the types, mix and wages of existing and potential jobs within subareas justifies an expansion in a particular area.

1.9.11 Conduct an inventory of significant fish and wildlife habitat that would be affected by addition of land, and consider the effects of urbanization of the land on the habitat and measures to reduce adverse effects, prior to a decision on the proposed addition.

1.9.12 Use the choice of land to include within the UGB as an opportunity to seek agreement with landowners to devote a portion of residential capacity to needed workforce housing as determined by the Urban Growth Report adopted as part of the UGB expansion process.

1.9.13 Prepare a report on the effect of the proposed amendment on existing residential neighborhoods prior to approving any amendment or amendments of the urban growth boundary in excess of 100 acres and send the report to all households within one mile of the proposed UGB amendment area and to all cities and counties within the district. The report shall address:

a. Traffic patterns and any resulting increase in traffic congestion, commute times and air quality.

b. Whether parks and open space protection in the area to be added will benefit existing residents of the district as well as future residents of the added territory.

c. The cost impacts on existing residents of providing needed public services and public infrastructure to the area to be added.

(RFP Policy Nos. 1.9.1 thru 1.9.4 updated to 1.9.1 thru 1.9.3, 10/26/00, Metro Ord. 00879A; RFP Policy 1.9.3 regarding Measure 26-29 updated 5/15/03, Metro Ord. 03-1003; RFP Policies 1.9 through 1.9.3 updated 2/05 and RFP Policies 1.9.4 through 1.9.11 added 2/05; RFP Policy 1.9.12 added 9/29/05, Metro Ord. 05-1077C, Exb. B, Amend. 3; and RFP Policy No. 1.9 updated 09/08/10, Metro Ord. 10-1238A, § 2.)

1.10 Urban Design

It is the policy of the Metro Council to:

1.10.1 Support the identity and functioning of communities in the region through:

a. Recognizing and protecting critical open space features in the region.

b. Developing public policies that encourage diversity and excellence in the design and development of settlement patterns, landscapes and structures.

c. Ensuring that incentives and regulations guiding the development and redevelopment of the urban area promote a settlement pattern that:

i) Links any public incentives to a commensurate public benefit received or expected and evidence of private needs.

ii) ~~Is pedestrian "friendly,"~~ Makes biking and walking the most convenient, safe and enjoyable~~convenient~~ transportation choices for short trips, encourages transit use and reduces auto dependence and related greenhouse gas emissions.

iii) Provides access to neighborhood and community parks, trails, schools, ~~and~~ walkways bikeways, and other recreation and cultural areas and public facilities.

iv) Reinforces nodal, mixed-use, neighborhood-oriented community designs to provide walkable access to a mix of destinations to support meeting daily needs, such as jobs, education, shopping, services, transit, and recreation, social and cultural activities.

v) Includes concentrated, high-density, mixed-use urban centers developed in relation to the region's transit system.

vi) Is responsive to needs for privacy, community, sense of place and personal safety in an urban setting.

vii) Facilitates the development and preservation of affordable mixed-income neighborhoods.

viii) Avoids and minimizes conflicts between urbanization and the protection of regionally significant fish and wildlife habitat.

1.10.2 Encourage pedestrian-, bicycle- and transit-supportive building patterns in order to minimize the need for auto trips, reduce greenhouse gas emissions and to create a development pattern conducive to face-to-face community interaction.

(RFP Policy 1.10.1 (c)(viii) added 9/29/05, Metro Ord. 05-1077C, Exb. B, Amend. 4.)

1.11 Neighbor Cities

It is the policy of the Metro Council to:

1.11.1 Coordinate concept planning of Urban Reserves with Neighbor Cities Sandy, Canby, Estacada, Barlow, North Plains, Banks and Vancouver to minimize the generation of new automobile trips between Neighbor Cities and the Metro UGB by seeking appropriate ratios of dwelling units and jobs within the Metro UGB and in Neighbor Cities.

1.11.2 Pursue agreements with Neighbor Cities, Clackamas and Washington Counties and the Oregon Department of Transportation to establish "green corridors" along state highways that link Neighbor Cities with cities inside the Metro UGB in order to maintain a rural separation between cities, to protect the civic identities of Neighbor Cities, and to protect the capacity of those highways to move people and freight between the cities.

1.11.3 Coordinate with Vancouver, Clark County and the Southwest Washington Transportation Council through the Bi-State Coordinating Committee and other appropriate channels on population and employment forecasting; transportation; economic development; emergency management; park, trail and natural area planning; and other growth management issues.

(RFP Policy 1.11.3 updated 10/26/00, Metro Ord. 00-879A; RFP Policy 1.9 updated 2/05; and RFP Policy1.11 updated 09/08/10, Metro Ord. 10-1238A, § 2.)

1.12 Protection of Agriculture and Forest Resource Lands. (Repealed, Ord. 10-1238A, 09/08/10, § 2)

(Policies 1.12.1 through 1.12.4 updated 9/22/04, Metro Ord. 04-1040B-01; RFP Policy 1.12 updated 2/05; and repealed Metro Ord. 10-1238A, § 2.)

1.13 Participation of Citizens

It is the policy of the Metro Council to:

1.13.1 Encourage public participation in Metro land use planning.

1.13.2 Follow and promote the citizen participation values inherent in the RFP and the Metro Citizen Involvement Principles.

1.13.3 Encourage local governments to provide opportunities for public involvement in land use planning and delivery of recreational facilities and services.

1.14 School and Local Government Plan and Policy Coordination

It is the policy of the Metro Council to:

1.14.1 Coordinate plans among local governments, including cities, counties, special districts and school districts for adequate school facilities for already developed and urbanizing areas.

1.14.2 Consider school facilities to be "public facilities" in the review of city and county comprehensive plans for compliance with the Regional Framework Plan.

1.14.3 Work with local governments and school districts on school facility plans to ensure that the Urban Growth Boundary contains a sufficient supply of land for school facility needs.

1.14.4 Use the appropriate means, including, but not limited to, public forums, open houses, symposiums, dialogues with state and local government officials, school district representatives, and the general public in order to identify funding sources necessary to acquire future school sites and commensurate capital construction to accommodate anticipated growth in school populations.

1.14.5 Prepare a school siting and facilities functional plan with the advice of MPAC to implement the policies of this Plan.

(RFP Policy 1.14.2 updated 11/24/98, Metro Ord. 98-789; RFP Policy 1.14.2 updated 12/13/01, Metro Ord. 01-929A; RFP Policy 1.14 updated 2/05.)

1.15 Centers (Repealed, Ord. 10-1244B, 12/16/10)

(RFP Policy 1.15 added 12/05/02, Metro Ord. 02-969B-06; RFP Policy 1.15 updated 2/05; RFP Policy 1.5 repealed 12/16/10.)

1.16 Residential Neighborhoods

It is the policy of the Metro Council to:

1.16.1 Recognize that the livability of existing residential neighborhoods is essential to the success of the 2040 Growth Concept.

1.16.2 Take measures, in order to protect and improve the region's existing residential neighborhoods, by:

a. Protecting residential neighborhoods from air and water pollution, noise and crime.

b. Making community services accessible to residents of neighborhoods by walking, bicycle and transit, where possible.

c. Facilitating the provision of affordable government utilities and services to residential neighborhoods.

1.16.3 Not require local governments to increase the density of existing single-family neighborhoods identified solely as Inner or Outer Neighborhoods.

(RFP Policy 1.16 added 12/05/02, Metro Ord. 02-969B-06, pursuant to Measure 26-29, enacted by the Metro Area voters on 5/21/02.)

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Recommended changes (December 9, 2014)
All of Chapter 2 of the Regional Framework Plan is provided for reference. Changes shown in ~~single strikethrough~~ and single underscore were included in the Sept. 15, 2014 public review draft. Changes shown in ~~double strikethrough~~ and double underscore reflect additional recommended changes to respond to comments received during the comment period and subsequent discussions by Metro's regional advisory committees.

Chapter 2
Transportation

REGIONAL FRAMEWORK PLAN
CHAPTER 2 TRANSPORTATION

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Chapter 2 Transportation

Introduction

In 1992, the region's voters approved a charter for Metro that formally gave responsibility for regional land use planning to the agency, and requires adoption of a Regional Framework Plan that integrates land use, transportation and other regional planning mandates. The combined policies of this framework plan establish a new framework for planning in the region by linking land use and transportation plans. Fundamental to this plan is a transportation system that integrates goods and people movement with the surrounding land uses.

This chapter of the Regional Framework Plan presents the overall policy framework for the specific transportation goals, objectives and actions contained in the Regional Transportation Plan (RTP). It also sets a direction for future transportation planning and decision-making by the Metro Council and the implementing agencies, counties and cities. The policies in this chapter are also a key component of the regional strategy to reduce per capita greenhouse gas emissions from light-duty vehicle travel.

The policies aim to implement the 2040 Growth Concept and:

- Protect the economic health and livability of the region.
- Improve the safety of the transportation system.
- Provide a transportation system that is efficient and cost-effective, investing our limited resources wisely.
- Make the most of the investments the region has already made in our transportation system through system and demand management strategies, such as ~~by~~ expanding the use of technology to actively manage the transportation system, and providing traveler information and incentives to expand the use of travel options.
- Make transit ~~more~~ convenient, frequent, accessible and affordable.
- Provide access to more and better choices for travel in this region and serve special access needs for all people, including youth, ~~elderly~~ seniorsolder adults and ~~disabled~~ people with disabilities and people with low income.
- Provide adequate levels of mobility for people and goods within the region.
- Protect air and water quality ~~and~~, promote energy conservation, and reduce greenhouse gas emissions.
- Provide transportation facilities that support a balance of jobs and housing.
- Make biking and walking the most ~~safe and~~ convenient, safe and enjoyable transportation choices for short trips.
- Limit dependence on ~~any single mode of~~ drive alone travel, and increas~~e~~ing ~~the use of transit,~~ biking~~bicycling~~, walking, ~~and~~ carpooling, ~~and~~ vanpooling and the use of transit.
- Make streets and highways safe, reliable and connected to p~~P~~rovid~~e~~ing~~e~~ for the movement of people and goods through an interconnected system of street, highway, air, marine and rail systems, including passenger and freight intermodal facilities and air and water terminals.

- Integrate land use, automobile, bicycle, pedestrian, freight and public transportation needs in regional and local street designs.
- ~~Use transportation demand management and system management strategies.~~
- Limit the impact of urban travel on rural land through use of green corridors.
- Manage parking to make efficient use of vehicle parking and land dedicated to vehicle ~~and~~ parking ~~spaces~~.
- Demonstrate leadership on ~~climate change~~reducing greenhouse gas emissions.

Goal 1: Foster Vibrant Communities and Efficient Urban Form
Land use and transportation decisions are linked to optimize public investments, reduce greenhouse gas emissions and support active transportation options and jobs, schools, shopping, services, recreational opportunities and housing proximity.

Objective 1.1 Compact Urban Form and Design
Use transportation investments to ~~reinforce~~ focus growth in and provide multi-modal access to 2040 Target Areas and ensure that development in 2040 Target Areas is consistent with and supports the transportation investments.

Objective 1.2 Parking Management
Minimize the amount and promote the efficient use of land dedicated to vehicle parking.

Objective 1.3 Affordable Housing
Support the preservation and production of affordable housing in the region.

Goal 2: Sustain Economic Competitiveness and Prosperity
Multi-modal transportation infrastructure and services support the region's well-being and a diverse, innovative, sustainable and growing regional and state economy.

Objective 2.1 Reliable and Efficient Travel and Market Area Access
Provide for reliable and efficient multi-modal local, regional, interstate and intrastate travel and market area access through a seamless and well-connected system of throughways, arterial streets, freight services, transit services and bicycle and pedestrian facilities.

Objective 2.2 Regional Passenger Connectivity
Ensure reliable and efficient connections between passenger intermodal facilities and destinations in and beyond the region to improve non-auto access to and from the region and promote the region's function as a gateway for tourism.

Objective 2.3 Metropolitan Mobility
Maintain sufficient total person-trip and freight capacity among the various modes operating in the Regional Mobility Corridors to allow reasonable and reliable travel times through those corridors.

Objective 2.4 Freight Reliability
Maintain reasonable and reliable travel times and access through the region as well as between freight intermodal facilities and destinations within and beyond the region to promote the region's function as a gateway for commerce.

Objective 2.5 Job Retention and Creation
Attract new businesses and family-wage jobs and retain those that are already located in the region.

Goal 3: Expand Transportation Choices
Multi-modal transportation infrastructure and services provide all residents of the region with affordable and equitable options for accessing housing, jobs, services, shopping, educational, cultural and recreational opportunities, and facilitate competitive choices for goods movement for all businesses in the region.

Objective 3.1 Travel Choices
Achieve modal targets for increased walking, bicycling, use of transit and shared ride and reduced reliance on the automobile and drive alone trips.

Objective 3.2 Vehicle Miles of Travel
Reduce vehicle miles traveled per capita.

Objective 3.3 Equitable Access and Barrier Free Transportation
Provide affordable and equitable access to travel choices and serve the needs of all people and businesses, including people with low income, youth, ~~children~~, ~~elders~~ older adults and~~and~~ people with disabilities ~~and people with low incomes~~, to connect with jobs, education, services, recreation, social and cultural activities.

Objective 3.4 Shipping Choices
Support multi-modal freight transportation system that includes air cargo, pipeline, trucking, rail, and marine services to facilitate competitive choices for goods movement for businesses in the region.

Goal 4: Emphasize Effective and Efficient Management of the Transportation System
Existing and future multi-modal transportation infrastructure and services are well-managed to optimize capacity, improve travel conditions for all users and address air quality and greenhouse gas emissions reduction goals.

Objective 4.1 Traffic Management
Apply technology solutions to actively manage the transportation system.

Objective 4.2 Traveler Information
Provide comprehensive real-time traveler information to people and businesses in the region.

Objective 4.3 Incident Management
Improve traffic incident detection and clearance times on the region's transit, arterial and throughways networks.

Objective 4.4 Demand Management
Implement services, incentives and supportive infrastructure to increase telecommuting, walking, biking, taking transit, and carpooling, and shift travel to off-peak periods.

Objective 4.5 Value Pricing
Consider a wide range of value pricing strategies and techniques as a management tool, including but not limited to parking management to encourage walking, biking and transit ridership and selectively promote short-term and long-term strategies as appropriate.

Goal 5: Enhance Safety and Security
Multi-modal transportation infrastructure and services are safe and secure for the public and goods movement.

Objective 5.1 Operational and Public Safety
Reduce fatal and severe injury ~~injuries and~~ crashes for all modes of travel.

Objective 5.2 Crime
Reduce vulnerability of the public, goods movement and critical transportation infrastructure to crime.

Objective 5.3 Terrorism, Natural Disasters and Hazardous Material Incidents
Reduce vulnerability of the public, goods movement and critical transportation infrastructure to acts of terrorism, natural disasters, climate change, hazardous material spills or other hazardous incidents.

Goal 6: Promote Environmental Stewardship
Promote responsible stewardship of the region's natural, community, and cultural resources.

Objective 6.1 Natural Environment
Avoid or minimize undesirable impacts on fish and wildlife habitat conservation areas, wildlife corridors, significant flora and open spaces.

Objective 6.2 Clean Air
Reduce transportation-related vehicle emissions to improve air quality so that as growth occurs, the view of the Cascades and the Coast Range from within the region are maintained.

Objective 6.3 Water Quality and Quantity
Protect the region's water quality and natural stream flows.

Objective 6.4 Energy and Land Consumption
Reduce transportation-related energy and land consumption and the region's dependence on unstable energy sources.

Objective 6.5 Climate Change
Reduce transportation-related greenhouse gas emissions and meet adopted targets for reducing greenhouse gas emissions from light vehicle travel.

Goal 7: Enhance Human Health
Multi-modal transportation infrastructure and services provide safe, comfortable and convenient options that support active living and physical activity, and minimize transportation-related pollution that negatively impacts human health.

Objective 7.1 Active Living
Provide safe, comfortable and convenient transportation options that support active living and physical activity to meet daily needs and access services.

Objective 7.2 Pollution Impacts
Minimize noise, impervious surface and other transportation-related pollution impacts on residents in the region to reduce negative health effects.

Goal 8: Ensure Equity
The benefits and adverse impacts of regional transportation planning, programs and investment decisions are equitably distributed among population demographics and geography, considering different parts of the region and census block groups with different incomes, races and ethnicities.

Objective 8.1 Environmental Justice
Ensure benefits and impacts of investments are equitably distributed by population demographics and geography.

Objective 8.2 Coordinated Human Services Transportation Needs
Ensure investments in the transportation system provide a full range of affordable options for people with low income, elders and people with disabilities consistent with the Tri-County Coordinated Human Services Transportation Plan (CHSTP).

Objective 8.3 Housing Diversity
Use transportation investments to achieve greater diversity of housing opportunities by linking investments to measures taken by the local governments to increase housing diversity.

Objective 8.4 Transportation and Housing Costs
Reduce the share of households in the region spending more than 50 percent of household income on housing and transportation combined.

Goal 9: Ensure Fiscal Stewardship
Regional transportation planning and investment decisions ensure the best return on public investments in infrastructure and programs and are guided by data and analyses.

Objective 9.1 Asset Management
Adequately update, repair and maintain transportation facilities and services to preserve their function, maintain their useful life and eliminate maintenance backlogs.

Objective 9.2 Maximize Return on Public Investment
Make transportation investment decisions that use public resources effectively and efficiently, using performance-based planning approach supported by data and analyses that include all transportation modes.

Objective 9.3 Stable and Innovative Funding
Stabilize existing transportation revenue while securing new and innovative long-term sources of funding adequate to build, operate and maintain the regional transportation system for all modes of travel at the federal, state, regional and local level.

Goal 10: Deliver Accountability
The region's government, business, institutional and community leaders work together in an open and transparent manner so the public has meaningful opportunities for input on transportation decisions and experiences an integrated, comprehensive system of transportation facilities and services that bridge governance, institutional and fiscal barriers.

Objective 10.1 Meaningful Input Opportunities
Provide meaningful input opportunities for interested and affected stakeholders, including people who have traditionally been underrepresented, resource agencies, business, institutional and community stakeholders, and local, regional and state jurisdictions that own and operate the region's transportation system in plan development and review.

Objective 10.2 Coordination and Cooperation
Ensure representation in regional transportation decision-making is equitable from among all affected jurisdictions and stakeholders and improve coordination and cooperation among the public and private owners and operators of the region's transportation system so the system can function in a coordinated manner and better provide for state and regional transportation needs.

Goal 11: Demonstrate leadership on ~~climate change~~reducing greenhouse gas emissions
~~It is the policy of the Metro Council to:~~

~~11.1~~ ~~Adopt and~~ It is the policy of the Metro Council to implement the regional ~~climate~~ strategy to meet adopted targets for reducing greenhouse gas emissions from light-duty vehicle travel while creating healthy and equitable communities and a strong economy. ~~The strategy shall includes:~~

Objective 11.1 Land Use and Transportation Integration
Continue to implement~~ing~~ the 2040 Growth Concept ~~through regional plans and functional plans adopted by the Metro Council for local governments~~ to support a compact urban form to reduce vehicle miles traveled and increase the use of transit and zero or low carbon emissions travel options, such as bicycling, walking, and electric vehicles.

Objective 11.2 Clean Fuels and Clean 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.

~~• Expanding the use of low carbon transportation options across the region by:~~

Objective 11.3 Regional and Community Transit Network and Access
Make transit convenient, frequent, accessible and affordable by investing in new community and regional transit connections, expanding and improving existing transit services, improving bicycle and pedestrian access to transit, and implementing reduced fare programs for transit-dependent communities, such as youth, older adults, people with disabilities and people with low income ~~to make transit convenient, frequent, accessible and affordable~~.

Objective 11.4 Active Transportation Network
Make~~ing~~ biking and walking ~~safe~~ the safest, ~~and~~ most convenient and enjoyable transportation choices for short trips for all ages and abilities by completing gaps and addressing deficiencies in the region's ~~network of~~ bicycle and pedestrian networks ~~that connect people to their jobs, schools and other destinations~~.

Objective 11.5 Transportation Systems Management and Operations
~~Making the most of investments the region has already made in the transportation system~~
Enhance fuel efficiency and system investments and reduce emissions by using technology to actively manage and fully optimize the transportation system.

Objective 11.6 Transportation Demand Management
Implement programs, services and other tools that provide commuters, households, and businesses with ~~and providing~~ information and incentives to expand the use of travel options, including carsharing, and reduce drive alone trips.

Objective 11.7 Parking Management
Implement locally-defined approaches to parking management ~~of parking~~ in Centers, Corridors, Station Communities and Main Streets served by frequent transit service and active transportation options ~~Managing parking~~ to make efficient use of vehicle parking and land dedicated to parking.

Objective 11.8 Streets and Highways Network

Invest~~ing~~ strategically in streets and highways to make them safe, reliable and connected to support the movement of people and goods.

~~• Supporting and building upon Oregon's transition to cleaner, low carbon fuels and more fuel-efficient vehicles;~~

~~• Securing adequate funding for transportation investments.; and~~

~~• Demonstrating leadership on climate change.~~

~~11.3~~Objective 11. 9 Metro Actions

Take actions ~~recommended~~ to implement the regional ~~climate~~ strategy ~~Toolbox of Possible Actions~~ to meet adopted targets for reducing greenhouse gas emissions from light-duty vehicle travel, ~~including~~ such as:

~~Implement the 2040 Growth Concept through regional plans and functional plans.~~

i. Maintain and periodically update the *Toolbox of Possible Actions* and encourage local, state and federal governments and special districts to implement the toolbox actions in locally tailored ways.

ii. Work with local, state and federal governments, community and business leaders and organizations, and special districts to implement the strategy, including securing adequate funding for transportation and other investments needed to implement the strategy.

~~iii. Build a diverse coalition that includes elected official and business and community leaders at local, regional and state levels to secure adequate funding for transportation and other investments needed to implement the strategy.~~

iii. Provide technical assistance, best practices and grant funding to local governments and other business and community partners to encourage and support implementation of the strategy. ~~and~~

iv. Report on the potential light-duty vehicle greenhouse gas emissions impacts of Metro's major land use and ~~transportation~~ **RTP** policy and investment decisions to determine whether they help the region meet adopted targets for reducing greenhouse gas emissions.

v. Monitor and measure the progress of local and regional efforts to meet adopted targets for reducing greenhouse gas emissions from light-duty vehicle travel as described in Chapter 7 of the Regional Framework Plan, report the results to the region and state on a periodic basis, and guide the consideration of revision or replacement of the policies and actions, if performance so indicates, as part of ~~federally-required~~regularly scheduled updates to the Regional Transportation Plan.

~~11.4~~ Objective 11.10 Partner Actions

Encourage local, state and federal governments and special districts to ~~take locallytailored~~ consider implementing actions ~~recommended~~ in the ~~climate strategy~~ *Toolbox of Possible Actions* in locally tailored ways to help the region meet adopted targets for reducing greenhouse gas emissions from light-duty vehicle travel~~,~~ .~~including~~ ~~such as~~:

~~i. Implement plans and zoning that focus higher density, mixed-use zoning and development near transit.~~

~~ii. Implement capital improvements in frequent bus corridors, such as dedicated bus lanes, stop/shelter improvements, and intersection priority treatments, to increase service performance.~~

~~iii. Complete gaps in pedestrian and bicycle access to transit.~~

~~• build infrastructure and urban design elements that facilitate and support bicycling and walking (e.g., completing gaps, crosswalks and other crossing treatments, wayfinding signs, bicycle parking, bicycle sharing programs, lighting, separated facilities);~~

~~• link active transportation investments to providing transit and travel information and incentives~~

~~iv. Adopt "complete streets" policies and designs to support all users.~~

~~• invest in making new and existing streets "complete" and connected to support all users;~~

~~v. Integrate multi-modal designs in road improvement and maintenance projects to support all users.~~

~~• expand use of intelligent transportation systems (ITS), including active traffic management, incident management and travel information programs and coordinate with capital projects;~~

~~• partner with transit providers to expand deployment of transit signal priority along corridors with 15-minute or better transit service;~~

~~• partner with businesses and/or business associations and transportation management associations to implement demand management programs in employment areas and centers served with active transportation options, 15-minute or better transit service, and parking management;~~

~~• expand local travel options program delivery through new coordinator positions and partnerships with business associations, transportation management associations, and other non-profit and community-based organizations;~~

~~vi. Implement safe routes to school and transit programs.~~

~~vii. Prepare community inventory of public parking spaces and usage.~~

~~• adopt shared and unbundled parking policies;~~

~~• provide preferential parking for electric vehicles, vehicles using alternative fuels and carpools;~~

~~• adopt policies and update development codes to support private adoption of alternative fuel vehicles (AVFs), such as streamlining permitting for fueling stations, planning for access to charging and compressed natural gas (CNG) stations, allowing charging and CNG stations in residences, work places and public places, providing preferential parking for AFVs, and encouraging new construction to include necessary infrastructure to support use of AFVs;~~

~~• prepare and periodically update a community-wide greenhouse gas emissions inventory;~~

~~• adopt greenhouse gas emissions reduction policies and performance targets; and~~

~~viii. Develop and implement local climate action plans.~~

~~11.45 Monitor and measure the progress of local and regional efforts in meeting adopted targets for reducing greenhouse gas emissions from light vehicle travel, report the results to the region and state on a periodic basis, and guide the consideration of revision or replacement of the policies and actions, if performance so indicates, as part of updates to the Regional Transportation Plan.~~

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The following is a clean version of the updated Goal 11 (and objectives) to help readability:

Goal 11: Demonstrate Leadership on Reducing Greenhouse Gas Emissions
It is the policy of the Metro Council to implement the regional strategy to meet adopted targets for reducing greenhouse gas emissions from light-duty vehicle travel while creating healthy and equitable communities and a strong economy.

Objective 11.1 Land Use and Transportation Integration
Continue to implement the 2040 Growth Concept to support a compact urban form to reduce vehicle miles traveled and increase the use of transit and zero or low carbon emission travel options, such as bicycling, walking, and electric vehicles.

Objective 11.2 Clean Fuels and Clean 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 11.3 Regional and Community Transit Network and Access
Make transit convenient, frequent, accessible and affordable by investing in new community and regional transit connections, expanding and improving existing transit services, improving bicycle and pedestrian access to transit, and implementing reduced fare programs for transit-dependent communities, such as youth, older adults, people with disabilities and people with low income.

Objective 11.4 Active Transportation Network
Make biking and walking the safest, most convenient and enjoyable transportation choices for short trips for all ages and abilities by completing gaps and addressing deficiencies in the region's bicycle and pedestrian networks.

Objective 11.5 Transportation Systems Management and Operations
Enhance fuel efficiency and system investments and reduce emissions by using technology to actively manage and fully optimize the transportation system.

Objective 11.6 Transportation Demand Management
Implement programs, services and other tools that provide commuters and households with information and incentives to expand the use of travel options, including carsharing, and reduce drive alone trips.

Objective 11.7 Parking Management
Implement locally-defined approaches to parking management in Centers, Corridors, Station Communities and Main Streets served by frequent transit service and active transportation options to make efficient use of vehicle parking and land dedicated to parking.

Objective 11.8 Streets and Highways Network
Invest strategically in streets and highways to make them safe, reliable and connected to support the movement of people and goods.

Objective 11. 9 Metro Actions
Take actions to implement the regional strategy to meet adopted targets for reducing greenhouse gas emissions from light-duty vehicle travel, such as:

i. Maintain and periodically update the *Toolbox of Possible Actions* and encourage local, state and federal governments and special districts to implement the toolbox actions in locally tailored ways.

ii. Work with local, state and federal governments, community and business leaders and organizations, and special districts to implement the strategy, including securing adequate funding for transportation and other investments needed to implement the strategy.

iii. Provide technical assistance, best practices and grant funding to local governments and other business and community partners to encourage and support implementation of the strategy.

iv. Report on the potential light-duty vehicle greenhouse gas emissions impacts of Metro's major land use and RTP policy and investment decisions to determine whether they help the region meet adopted targets for reducing greenhouse gas emissions.

v. Monitor and measure the progress of local and regional efforts to meet adopted targets for reducing greenhouse gas emissions from light-duty vehicle travel as described in Chapter 7 of the Regional Framework Plan, report the results to the region and state on a periodic basis, and guide the consideration of revision or replacement of the policies and actions, if performance so indicates, as part of regularly scheduled updates to the Regional Transportation Plan.

Objective 11.10 Partner Actions
Encourage local, state and federal governments and special districts to consider implementing actions in the *Toolbox of Possible Actions* in locally tailored ways to help the region meet adopted targets for reducing greenhouse gas emissions from light-duty vehicle travel.

Recommended changes (December 9, 2014)
All of Chapter 7 of the Regional Framework Plan is provided for reference. Changes shown in ~~double strikethrough~~ and double underscore reflect recommended changes to respond to comments received during the comment period and subsequent discussions by Metro's regional advisory committees.

Chapter 7
Management

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Chapter 7 Management

Introduction

Any plan put into effect is only a set of policies or actions based on what is known at the time. Actual conditions can and do change. Accordingly, any plan which is intended to be useful over a period of time must include ways of addressing new circumstances. To this end, this chapter includes policies and processes that will be used to keep the Regional Framework Plan (Plan) abreast of current conditions and a forward thinking document.

In addition, this Plan includes disparate subjects, ones that, while interconnected, at times suggest conflicting policy actions. This chapter describes the ways in which such conflicts can be resolved.

The policies included in Chapters 1-6 of this Plan are regional goals and objectives consistent with ORS 268.380(1). Many of these policies were originally adopted and acknowledged as the Regional Urban Growth Goals and Objectives and have been superseded by the policies of this Plan. The specific policies included in this Plan are neither a comprehensive plan under ORS 197.015(5), nor a functional plan under ORS 268.390(2).

Policies

7.1 Citizen Participation

It is the policy of the Metro Council to:

7.1.1 Develop and implement an ongoing program for citizen participation in all aspects of the regional planning effort.

7.1.2 Coordinate such a program with local programs to support citizen involvement in planning processes and avoid duplicating the local programs.

7.1.3 Establish a Metro Committee for Citizen Involvement to assist with the development, implementation and evaluation of its citizen involvement program and to advise the Metro Council regarding ways to best involve citizens in regional planning activities.

7.1.4 Develop programs for public notification, especially for, but not limited to, proposed legislative actions that ensure a high level of awareness of potential consequences as well as opportunities for involvement on the part of affected citizens, both inside and outside of Metro's boundaries.

7.2 Metro Policy Advisory Committee and Joint Policy Advisory Committee on Transportation

It is the policy of the Metro Council to:

7.2.1 Work with the Metro Policy Advisory Committee (MPAC), consistent with the Metro Charter.

7.2.2 Choose the composition of MPAC according to the Metro Charter and according to any changes approved by majorities of MPAC and the Metro Council.

7.2.3 Ensure that the composition of MPAC reflects the partnership that must exist among implementing jurisdictions in order to effectively address areas and activities of metropolitan concern and includes elected and appointed officials and citizens of Metro, cities, counties, school districts and states consistent with Section 27 of the Metro Charter.

7.2.4 Appoint technical advisory committees as the Metro Council or MPAC determines a need for such bodies, consistent with MPAC By-laws.

7.2.5 Perform, with the Joint Policy Advisory Committee on Transportation (JPACT), the functions of the designated Metropolitan Planning Organization as required by federal transportation planning regulations.

7.2.6 Develop a coordinated process for JPACT and MPAC, to assure that regional land use and transportation planning remains consistent with these goals and objectives and with each other.

7.3 Applicability of Regional Framework Plan Policies

It is the policy of the Metro Council to:

7.3.1 Ensure that all functional plans adopted by the Metro Council are consistent with the policies of this Plan.

7.3.2 Guide Metro's management of the UGB through standards and procedures that are consistent with policies in Chapters 1-6 of this Plan. These policies do not apply directly to site-specific land use actions, such as amendments of the UGB.

7.3.3 Apply the policies in Chapters 1-6 of this Plan to adopted and acknowledged comprehensive land use plans as follows:

a. Components of this Plan that are adopted as functional plans, or other functional plans, shall be consistent with these policies.

b. The management and periodic review of Metro's acknowledged UGB Plan, shall be consistent with these policies.

c. Metro may, after consultation with MPAC, identify and propose issues of regional concern, related to or derived from these policies, as recommendations but not requirements, for consideration by cities and

counties at the time of periodic review of their adopted and acknowledged comprehensive plans.

7.3.4 Apply the policies of this Plan to Metro land use, transportation and greenspace activities as follows:

a. The UGB, other functional plans, and other land use activities shall be consistent with these policies.

b. To the extent that a proposed action may be compatible with some policies and incompatible with others, consistency with this Plan may involve a balancing of applicable goals, sub-goals and objectives by the Metro Council that considers the relative impacts of a particular action on applicable policies.

7.3.5 Adopt a periodic update process of this Plan's policies.

7.3.6 Require MPAC to consider the regular updating of these policies and recommend based on the adopted periodic update process.

7.3.7 Seek acknowledgement of the Plan, consistent with ORS 197.015(16).

7.4 Urban Growth Boundary Management Plan

It is the policy of the Metro Council to:

7.4.1 Manage the UGB consistent with Metro Code 3.01 and the policies of this Plan and in compliance with applicable statewide planning goals and laws.

7.5 Functional Plans

It is the policy of the Metro Council to:

7.5.1 Develop functional plans that are limited purpose plans, consistent with this Plan, which addresses designated areas and activities of metropolitan concern.

7.5.2 Use functional plans as the identified vehicle for requiring changes in city and county comprehensive plans in order to achieve consistence and compliance with this Plan.

7.5.3 Adopt policies of this Plan as functional plans if the policies contain recommendations or requirements for changes in comprehensive plans and to submit the functional plans to LCDC for acknowledgment of their compliance with the statewide planning goals.

7.5.4 Continue to use existing or new functional plans to recommend or require changes in comprehensive plans until these Plan components are adopted.

7.5.5 Continue to develop, amend and implement, with the assistance of cities, counties, special districts and the state, state-required functional plans for air,

water and transportation, as directed by ORS 268.390(1) and for land use planning aspects of solid waste management, as mandated by ORS Ch. 459.

7.5.6 Propose new functional plans from one of two sources:

a. MPAC may recommend that the Metro Council designate an area or activity of metropolitan concern for which a functional plan should be prepared.

b. The Metro Council may propose the preparation of a functional plan to designate an area or activity of metropolitan concern and refer that proposal to MPAC.

7.5.7 Use the matters required by the Metro Charter to be addressed in this Plan to constitute sufficient factual reasons for the development of a functional plan under ORS 268.390 and make the adoption of a functional plan subject to the procedures specified above.

7.5.8 Ensure the participation of MPAC in the preparation of the functional plan, consistent with the policies of this Plan and the reasons cited by the Metro Council.

7.5.9 Require that MPAC review the functional plan and make a recommendation to the Metro Council after preparation of the Plan and broad public and local government consensus, using existing citizen involvement processes established by cities, counties and Metro.

7.5.10 Resolve conflicts or problems impeding the development of a new functional plan and complete the functional plan if MPAC is unable to complete its review in a timely manner.

7.5.11 Hold a public hearing on the proposed functional plan and afterwards either:

a. Adopt the proposed functional plan.

b. Refer the proposed functional plan to MPAC in order to consider amendments to the proposed plan prior to adoption.

c. Amend and adopt the proposed functional plan.

d. Reject the proposed functional plan.

7.5.12 Adopt functional plans by ordinance and include findings of consistency with this Plans policies.

7.5.13 Ensure that adopted functional plans are regionally coordinated policies, facilities and/or approaches to addressing a designated area or activity of metropolitan concern, to be considered by cities and counties for incorporation in their comprehensive land use plans.

7.5.14 Review any apparent inconsistencies if a city or county determines that a functional plan requirement should not or cannot be incorporated into its comprehensive plan, by the following process:

a. Metro and affected local governments notify each other of apparent or potential comprehensive plan inconsistencies.

b. After Metro staff review, MPAC consults the affected jurisdictions and attempt to resolve any apparent or potential inconsistencies.

c. MPAC may conduct a public hearing and make a report to the Metro Council regarding instances and reasons why a city or county has not adopted changes consistent with requirements in a regional functional plan.

d. The Metro Council reviews the MPAC report and holds a public hearing on any unresolved issues. The Council may decide either to:

i. Amend the adopted regional functional plan.

ii. Initiate proceedings to require a comprehensive plan change.

iii. Find there is no inconsistency between the comprehensive plan(s) and the functional plan.

iv. Grant an exception to the functional plan requirement.

7.6 Periodic Review of Comprehensive Land Use Plans

It is the policy of the Metro Council to:

7.6.1 Require MPAC, at the time of LCDC-initiated periodic review of comprehensive plans of cities and counties in the region, to assist Metro with the identification of the Plan elements, functional plan provisions or changes in functional plans adopted since the last periodic review as changes in law to be included in periodic review notices.

7.6.2 Encourage MPAC, at the time of LCDC-initiated periodic review of comprehensive plans in the region, to provide comments during the review on issues of regional concern.

7.7 Implementation Roles

It is the policy of the Metro Council to:

7.7.1 Recognize the inter-relationships between cities, counties, special districts, Metro, regional agencies and the State, and their unique capabilities and roles in regional planning and the implementation of this Plan.

7.7.2 Recognize the role of the cities to:

a. Adopt and amend comprehensive plans to conform to functional plans adopted by Metro.

b. Identify potential areas and activities of metropolitan concern through a broad-based local discussion.

c. Cooperatively develop strategies for responding to designated areas and activities of metropolitan concern.

d. Participate in the review and refinement of these goals and objectives.

7.7.3 Recognize the role of counties to:

a. Adopt and amend comprehensive plans to conform to functional plans adopted by Metro.

b. Identify potential areas and activities of metropolitan concern through a broad-based local discussion.

c. Cooperatively develop strategies for responding to designated areas and activities of metropolitan concern.

d. Participate in the review and refinement of these goals and objectives.

7.7.4 Recognize the role of Special Service Districts to:

a. Assist Metro, through a broad-based local discussion, with the identification of areas and activities of metropolitan concern and the development of strategies to address them, and participate in the review and refinement of these goals and objectives. Special Service Districts will conduct their operations in conformance with acknowledged comprehensive plans affecting their service territories

7.7.5 Recognize the role of School Districts to:

a. Advise Metro regarding the identification of areas and activities of school district concern.

b. Cooperatively develop strategies for responding to designated areas and activities of school district concern.

c. Participate in the review and refinement of these goals and objectives.

7.7.6 Recognize the role of the State of Oregon to:

a. Advise Metro regarding the identification of areas and activities of metropolitan concern.

b. Cooperatively develop strategies for responding to designated areas and activities of metropolitan concern.

c. Review state plans, regulations, activities and related funding to consider changes in order to enhance implementation of the Plan and functional plans, and employ state agencies and programs to promote and implement these goals and objectives and the Regional Framework Plan.

d. Participate in the review and refinement of these goals and objectives.

7.7.7 Recognize the role of Metro to:

a. Identify and designate areas and activities of metropolitan concern.

b. Provide staff and technical resources to support the activities of MPAC within the constraints established by Metro Council.

c. Serve as a technical resource for cities, counties, school districts and other jurisdictions and agencies.

d. Facilitate a broad-based regional discussion to identify appropriate strategies for responding to those issues of metropolitan concern.

e. Adopt functional plans necessary and appropriate for the implementation of the Regional Framework Plan.

f. Coordinate the efforts of cities, counties, special districts and the state to implement adopted strategies.

g. Amend the Future Vision for the region, consistent with Objective 9. (*See* Ordinance No. 95-604A "For the Purpose of Adopting a Future Vision for the Region," adopted June 15, 1995.)

7.8 Performance Measures

It is the policy of the Metro Council to:

7.8.1 Develop performance measures designed for considering the policies of this Plan in consultation with MPAC and the public.

7.8.2 Use state benchmarks for performance measures to the extent possible or develop, in consultation with MPAC and the Metro Committee for Citizen Involvement, new performance measures.

7.8.3 Measure performance for Chapters ~~2~~1-6 of this Plan by using several different geographies, including by region, jurisdiction, 2040 design type and market area.

7.8.4 Include the following performance measures for Chapters ~~2~~1-6 of this Plan:

a. Vacant land conversion;

b. Housing development, density, rate and price;

c. Job creation;

d. Infill and redevelopment;

e. Environmentally sensitive lands;

f. Price of land;

g. Residential vacancy rates;

h. Access to open spaces;

i. ~~Transportation measures~~ Vehicle miles traveled;

j. Motor vehicle, bicycle and pedestrian fatal and serious injury crashes;

k. Transit revenue hours;

l. Transit affordability;

m. Transit ridership;

n. Access to transit;

o. Travel time and reliability in regional mobility corridors, including incident response clearance times;

p. Air quality, including PM 2.5 and ozone precursors.

7.8.5 Direct these measures to be ~~completed~~ reported every two years.

7.8.6 In addition to the measures identified in 7.8.4, monitor the following performance measures as part of regularly scheduled updates to the Regional Transportation Plan to assess whether key strategies or actions that make up the regional strategy for reducing greenhouse gas emissions from light-duty vehicles are being implemented:

a. Households living in walkable, mixed-use areas;

b. Light-duty vehicle greenhouse gas emissions;

c. Household transportation and housing cost burden;

d. Registered light-duty vehicles by fuel/energy source;

e. Workforce participation in employer-based commuter programs;

f. Household participation in individualized marketing programs;

g. Bicycle and pedestrian miles traveled;

h. Bikeways, sidewalks and trails completed;

i. Parking management.

7.8.~~6~~7 Take corrective actions if anticipated progress is found to be lacking or if Metro goals or policies need adjustment.

7.9 Monitoring and Updating

It is the policy of the Metro Council to:

7.9.1 Review this Plan and all functional plans every seven years, or at other times as determined by the Metro Council after consultation with or upon the advice of MPAC.

7.9.2 Involve a broad cross-section of citizen and jurisdictional interests, and MPAC consistent with Policy 7.1 Citizen Participation, of this Plan in any review and amendment process.

7.9.3 Provide for broad public and local government review of proposed amendments prior to final Metro Council action.

7.9.4 Determine whether amendments to adopted this Plan, functional plans or the acknowledged regional UGB are necessary. If amendments prove to be necessary, the Metro Council will:

a. Act on amendments to applicable functional plans.

b. Request recommendations from MPAC before taking action.

c. Include date and method through which proposed amendments will become effective if adopted.

d. Consider amendments to the UGB under UGB amendment procedures in the Metro Code.

7.9.5 Inform, in writing, any affected cities and counties of any amendment to this Plan or a functional plan, including amendments that are advisory in nature, that recommend changes in comprehensive land use plans, and that require changes in plans, and the effective date of amendments.

7.10 Environmental Education

It is the policy of the Metro Council to:

7.10.1 Provide education to the community on the principles and foundation of this Plan in order to maintain it as a living document and to ensure that the citizens of the region understand the decision making mechanisms, the principles that guide sound planning and the effect of decisions and changes on the livability of the community.

7.10.2 Provide an unbiased source of environmental education that does not advocate for one viewpoint, that invites and involves diverse viewpoints and that gives everyone opportunities to participate in all aspects of the learning process.

7.10.3 Ensure that education for this Plan is enriched by and relevant to all points of view.

7.10.4 Develop and implement an ongoing partnership with cultural, environmental and educational organizations to keep abreast of current conditions and maintain this Plan as a forward-looking document.

7.10.5 Coordinate with local programs for supporting education that involves citizens in the analysis of critical environmental issues related to regional growth and environmental quality in order to help citizens gain awareness, knowledge and skills to make connections between the issues of regional growth and the creation of livable communities.

7.10.6 Provide citizens with the information needed and the opportunity to:

a. Analyze critical environmental issues related to regional growth.

b. Understand the effects of their choices on the urban and natural systems used to manage growth, natural areas and transportation, process waste and provide water and energy.

c. Engage in decisions which affect the livability of their communities.

d. Take actions which reflect the region's plan.

e. Cooperatively develop strategies with citizens to provide regional environmental education.

f. Identify cultural, environmental and educational organizations which currently provide education about issues related to livable communities.

g. Identify sites and facilities that currently and potentially provide education about issues related to livable communities.

h. Function as a clearinghouse for educational organizations and facilitate educational partnerships in the community.

7.10.7 Enable individuals and communities to challenge and discuss the rural and urban systems and policies responsible for creating livable communities in order to achieve the policies of this Plan.