



# Oregon

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### POSSIBLE NEXT STEPS FOR METROPOLITAN STATUS REPORT

#### 1. OPTIONS FOR ACTION ON THE STATUS REPORT

a. "Call it Good"

Commission accepts the draft status report as fulfilling its obligation under the TPR to assess the rule and implementation efforts. The next evaluation would occur in five years, 2008-2009.

b. Roll into the broader TPR Evaluation & Amendments

This option would have the Commission select specific issues to be considered and incorporated into the TPR evaluation work being led by Frank Angelo. (Possible amendments and other actions are listed in Items 2-5)

c. Recommend an Expanded TPR Evaluation

This could be done in concert with ODOT and OTC, or could be consolidated into the proposed "big look" at the land use program.

#### 2. PROCEED WITH A TPR 'TUNE-UP'

- Focus on modest changes that clarify or update existing rule language.
- Assumption that the rule is basically on target.
- Target for amendments to be considered by LCDC in Spring of 2005.

#### Possible Amendments:

- a. Revise requirements for reporting on TPR benchmarks and TSP updates to correspond with federally required updates of MPO plans.
- b. Revise TPR requirements for benchmarks to measure reduced automobile reliance. This involves deleting or modifying existing requirements to monitor and report average auto occupancy. (Section 0035(6)) (The Commission endorsed making these changes in its review of the Metro Regional Transportation Plan (RTP)).

- c. Revise overall policy objective from "reduced reliance" to "increase availability and convenience of alternative modes". Retain emphasis on the importance of land use changes to land use as a key method of achieving increased availability and convenience of alternative modes.
- d. De-emphasize VMT reduction as the principal measure of achieving state policy. Since 1998 amendments, metropolitan areas have opted to use alternative measures in place of VMT reduction to demonstrate progress in achieving reduced reliance.
- e. Amend the TPR to change the deadline for metropolitan areas to complete integrated land use and transportation plans. (Currently 3 years from approval of alternative measures). Consider requiring adopting a specific deadline in the rule or requiring each metropolitan area to adopt a target date and schedule. Key steps would include: completion of vision, identification of centers or other land use categories, population and employment assignment, planning and zoning to implement land use strategy.)
- f. Amend the TPR to require additional review of key interim actions. Downstate metropolitan areas are several years away from completing integrated land use and transportation plans required by the TPR. Interim decisions in the form of plan amendments, major transportation investments and major development decisions have the potential to undermine efforts to increase transportation options and reduce reliance on the automobile. The Commission could amend the TPR to set specific standards for review of major plan amendments or land use decisions to assess and assure that decisions are implement or are consistent with a long-term strategy to increase transportation options.

### **3. FOCUS TGM PROGRAM IN METROPOLITAN AREAS TO COMPLETE INTEGRATED PLANS**

The joint ODOT-DLCD Transportation Growth Management (TGM) program is DLCD's principal non-regulatory tool to help metropolitan areas implement the TPR. This option would involve working with ODOT to redirect the TGM grants and activities in metropolitan areas to:

- Monitor and report on progress in preparing integrated land use plans and meeting benchmarks for transportation options.
- Aid and advance implementation of integrated land use and transportation plans, including:
  - Preparation and adoption of detailed plans for mixed use centers and neighborhoods, and transit oriented developments
  - Preparation of joint public-private plans for mixed use development
  - Planning for parking management programs, and transportation demand management (TDM) measures
- Increased outreach efforts to local governments and local development community to build support for higher density, mixed use development
- Work with local governments in MPOs to develop improved planning and implementation tools to support compact mixed use, pedestrian friendly development, such as:
  - Innovative funding techniques for higher density development
  - Tax and financial incentives for compact, mixed use, pedestrian-friendly development

#### **4. APPLY EXISTING RULES**

The TPR currently requires that downstate metropolitan areas complete integrated land use and transportation plans.

- When rule deadlines are not met, rule requirements must be applied directly to individual land use decisions. (ORS 197.646(3))
- Where local governments are not making satisfactory progress, the Commission has authority to issue enforcement orders - such orders typically limit certain types of land use decisions until the jurisdiction completes the required planning.

This option would have the Department and Commission increase existing monitoring efforts to more regularly assess and report on local progress. This would involve monitoring land use decisions more closely, providing periodic reports to Commission on progress (significant developments, plan amendments, transportation investments); and working with metropolitan areas to develop detailed schedules to show progress.

#### **5. PURSUE SUPPORTING AMENDMENTS TO OTHER RULES & PLANS**

Some state programs are not well aligned with the TPR objective of encouraging more compact, mixed-use pedestrian friendly development. There are several actions that the Commission might pursue or recommend that would reinforce regional and local efforts to implement the TPR.

##### **a. LCDC:**

- Amend Section 0060 of the TPR to respond to the *Jaqua* case.
- Amend the TPR to require detailed land use and transportation plans for plan amendments that allow major developments and major transportation investments.
- Amend Goal 14 amendments to allow additions to UGBs to include "complete communities."
- Amend Goal 14 to address growth of satellite cities; require coordination with metropolitan areas, consideration of transportation impacts.

##### **b. ODOT**

- Seek amendments to the Oregon Highway Plan mobility policy to favor compact development.
- Change to modernization policy or design standards in metropolitan areas to design roadway improvements that support compact mixed use, pedestrian friendly development.
- Target or allocate state funding in metropolitan areas to projects that support compact development (support highway and other roadway projects that support implementation of compact development).
- Increase ODOT support for investments in alternative modes.
- Pricing to manage congestion.

##### **c. OTHER STATE AGENCIES**

- Coordination with other state agencies for supporting actions (Integration and Investment Strategy) to focus housing, economic development and public facility investments to support compact development.

