

December 30, 2003

To: Metropolitan Policy Committee

From: Tom Schwetz

Subject: Item 5.f.1.a: Region's Status Relating to TPR Requirements for Integrated Land Use - Transportation Plan

### **TPR Requirements for Integrated Land Use -Transportation Planning**

Amendments made to the Transportation Planning Rule (TPR) in 1998 provided the MPOs in the state with the option of developing alternative standards (performance measures) to use in demonstrating compliance with TPR requirements. In May, 2001, the Eugene-Springfield region was the first in the state to have alternative performance measures approved by LCDC. A copy of the LCDC order approving the region's measures is provided in Attachment 1.

A related amendment was made to the TPR to require that –

*“If a plan using an alternative standard, approved pursuant to this rule, is expected to result in an increase in VMT per capita, then the cities and counties in the metropolitan area shall prepare and adopt an integrated land use and transportation plan...” (660-012-0035(5)(c))*

### **Region's Status Relative to TPR Requirements**

A condition of LCDC's approval of the region's alternative performance measures was to include in TransPlan a schedule for the development of an Integrated Land Use – Transportation Plan. This schedule was incorporated into TransPlan as eventually adopted in July 2002. Chapter 3, pages 79-81 describe the schedule. Those pages are attached (Attachment 2 – Nodal Development Implementation Schedule).

At the time of LCDC approval (May 2001), TransPlan had not been adopted and was still in draft form, including the measure of VMT per capita. Table 6 in Chapter Four of TransPlan (Chapter 4, page 5) provides a summary of all of the performance measures used in TransPlan. As adopted, the plan is expected to result in a slight decrease in VMT per capita. As a result, under this section of the TPR, the region is not subject to the TPR requirements for the development of an integrated land use transportation plan.

There is currently disagreement in interpretation of another section of the TPR (Section 660-012-0055(1)(a)). Resolution of this disagreement may result in one of two possible outcomes. Either the region will be required to meet the TPR requirements for an integrated plan, or it will not. Because TransPlan already meets most of what is required in the TPR, remaining work to meet these requirements would entail documenting this and completing tasks in TransPlan (see Attachment 2) currently being worked on by Eugene and Springfield staff. The schedule originally adopted in TransPlan for completion of these tasks is currently being reviewed by both local and DLCD staff. MPC will be updated with any revisions to this schedule.

### **Overview of Integrated Planning Practice in the Eugene-Springfield Area**

The region has been integrating its land use and transportation planning for over 30 years. Beginning in 1972, the 1990 Plan called for compact urban growth form and a transportation system to “Serve our existing and future arrangement of land uses by an efficient, safe and attractive transportation system”. This plan emphasized the need to develop a choice of modes, calling for support of the emerging transit system and “provision for convenient, pleasant and safe bicycle and pedestrian movement.”

The 1975 Eugene-Springfield Transportation Alternatives provided six general transportation alternatives varying levels of transit, trip reduction and balancing land use. It was the first discussion of significant transit use in meeting regional travel needs, trip reduction techniques (which led to TDM), and direct modeling of the relationship of land use and transportation.

The Bikeway Master Plan in 1975 and T-2000 developed in 1978 built on the earlier work. The Bikeway Master Plan included a metro area bikeway network of 175 miles and a phased implementation program, recommendations for bicycle support services and facilities, and bikeway design standards to be used by local agencies. In T-2000, most of the proposed street and highway projects were using existing facilities. A Bus Rapid Transit system was proposed and efficient management of the existing transportation system was emphasized.

Metro Plan was adopted in 1982 and was the region’s first land use plan developed under the LCDC Statewide Planning Program. It included an Urban Growth Boundary and Growth Management became a Fundamental Principal. It’s transportation goals included the goal to “Serve the existing and future arrangement of land uses with efficient, safe, convenient and economic transportation systems for the movement of people and goods.” The 1986 TransPlan was developed as a functional plan in support of Metro Plan and was the first transportation plan to include specific Land Use policies.

### **Summary**

The 2002 TransPlan represents a culmination of the region’s 30 years of integrated planning. With the exception of specific tasks associated with the implementation of nodal development currently being worked on by both Eugene and Springfield,

TransPlan exceeds the state's requirements for integrated planning as outlined in the TPR.

**Action Requested:** None. Information only.

**Attachments:**

Attachment 1: LCDC Order Approving Alternative Plan Performance Measures

Attachment 2: Nodal Development Implementation Process (Excerpt from TransPlan)

*LCOG: T:\MPO\COMMITTEES\MPC\FY04\JANUARY 04\MPC - COVER MEMO ON ILUTP REQUIREMENTS.DOC  
Last Saved: December 31, 2003*