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Date: April 30, 2003

From: Rob Zako, Willamette Valley Transportation Solutions Advocate

To: Metropolitan Policy Committee

Cc: Eugene City Council
Springfield City Council
Lane County Board of Commissioners
Lane Transit District Board of Directors
Oregon Department of Land Conservation and Development

Re: Work program to prepare and adopt an “integrated land use and transportation plan”

I am writing to request to clarification on the work program for preparing and adopting an “integrated land use and transportation plan.”

On April 10, 2003, the Metropolitan Policy Committee (MPC), acting as the Central Lane Metropolitan Planning Organization (MPO), adopted the Unified Planning Work Program (UPWP) for FY 2003–2004. The UPWP includes the development of an “integrated land and transportation plan” as a “special project” within the MPO area but allocates no funding to that project:

B.1.(b) Development of Integrated Land Use-Transportation Plan

Based on its review and approval of TransPlan alternative performance measures for compliance with the Transportation Planning Rule (TPR), the Oregon Land Conservation and Development Commission (LCDC) required the inclusion in TransPlan of a schedule for the development of an integrated land use-transportation plan by September 2004. At this point, no funding has been identified to support the effort required by Eugene, Springfield, Lane County and LCOG to complete this work. One or more TGM grants may be applied for to address this need.

(Note: We trust that Lane Transit District will also assist in completing this work.)

Broadly speaking, the need to integrate land use and transportation in all planning efforts should be clear. TransPlan was conceived as a transportation plan that includes land use measures. Its two major new strategies, nodal development and Bus Rapid Transit, both depend on integrating land use and transportation efforts.

Thus it makes sense that integrating land use and transportation planning is not a separate work item but a significant part of *all* projects in the UPWP and in TransPlan. Some of the work required to prepare and adopt an “integrated land use and transportation plan” could be part of other work that is already planned and funded.

More specifically, because Eugene-Springfield hasn't complied with the requirement to reduce daily vehicle miles of travel per capita (VMT) by 5% over 20 years, the Transportation Planning Rule (TPR) requires Eugene-Springfield to prepare and adopt an "integrated land use and transportation plan" in coordination with the MPO (i.e., MPC) within three years of the adoption of TransPlan (i.e., by September 2004).

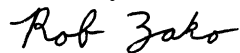
We are concerned because it does not appear that Eugene-Springfield has taken any significant steps toward preparing and adopting an "integrated land use and transportation plan" in the almost two years since the adoption of TransPlan. Given that the adopted UPWP for FY 2003–2004 allocates no funding for this project and given past experience with how much time it takes to develop plans, we question whether Eugene-Springfield will be able to satisfy this requirement in a timely fashion.

At a minimum, we suggest that LCOG, Eugene, Springfield, Lane County and LTD staff outline in greater detail the steps, timeline and funding necessary for preparing and adopting an integrated land use and transportation plan. The Oregon Department of Land Conservation and Development (DLCD) might assist in this effort. Then, even if funding has not yet been identified, decision makers can see what level of funding and staff resources will be required to complete this important task.

We look forward to your prompt attention to this important issue.

If 1000 Friends of Oregon can be of assistance in this matter, please let us know.

Sincerely,



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Attachments: Requirement for an "Integrated Land Use and Transportation Plan"
Elements of an "Integrated Land Use and Transportation Plan"

Attachment 1

Requirement for an “Integrated Land use and Transportation Plan”

TPR Section 0055(1)(a) requires Eugene-Springfield to prepare and adopt an integrated land use and transportation plan in coordination with the MPO within three years of the adoption of TransPlan:

If by May 8, 2000, a Metropolitan Planning Organization (MPO) has not adopted a regional transportation system plan that meets the VMT reduction standard in 0035(4) and the metropolitan area does not have an approved alternative standard established pursuant to 0035(5), then the cities and counties within the metropolitan area shall prepare and adopt an integrated land use and transportation plan as outlined in 0035(5)(c)(A)–(E). Such a plan shall be prepared in coordination with the MPO and shall be adopted within three years.

On May 8, 2001, LCDC issued order 01-LCDC-024 approving the TransPlan alternative performance measures proposed by Eugene-Springfield. That order included the following recommendation, which underscores the requirements of TPR Section 0055(1)(a):

LCOG should amend TransPlan to include a schedule for implementation of the nodal development strategy. This schedule should incorporate the items listed below and the requirements for an “integrated land use and transportation plan” over the next three years.

In September 2001, local jurisdictions adopted TransPlan. Chapter 3 includes a “Nodal Development Implementation and Integrated Land Use Transportation Plan Development Schedule,” which targets the completion of all elements of an “integrated land use and transportation plan” by September 2004:

1. Specify specific areas for nodal development by May 2002.
2. Adopt Metro Plan designations and zoning amendments for the selected sites by September 2003.
3. As they are submitted, review plan amendments and zone changes *outside* nodes to assure they are consistent with the nodal development strategy.
4. Apply changes to land use plan designations, densities and design standards listed in TPR Section 0035(2)(a)–(d) by September 2004.
5. Adopt policies to review and manage major roadway improvements to ensure that their effects are consistent with achieving the adopted strategy for reduced reliance on the automobile by September 2004.
6. Adopt plan and ordinance provisions that meet all other applicable requirements of the TPR by September 2004.

Attachment 2

Elements of an “Integrated Land use and Transportation Plan”

TPR Section 0035(5)(c)(A)–(E) outlines the elements of an “integrated land use and transportation plan”:

- (A) Changes to land use plan designations, densities, and design standards listed in 0035(2)(a)–(d);
- (B) A transportation demand management plan that includes significant new transportation demand management measures;
- (C) A public transit plan that includes a significant expansion in transit service;
- (D) Policies to review and manage major roadway improvements to ensure that their effects are consistent with achieving the adopted strategy for reduced reliance on the automobile, including policies that provide for the following:
 - (i) An assessment of whether improvements would result in development or travel that is inconsistent with what is expected in the plan;
 - (ii) Consideration of alternative measures to meet transportation needs;
 - (iii) Adoption of measures to limit possible unintended effects on travel and land use patterns including access management, limitations on subsequent plan amendments, phasing of improvements, etc.

[For purposes of this section a “major roadway expansion” includes new arterial roads or streets and highways, the addition of travel lanes, and construction of interchanges to a limited access highway.]

- (E) Plan and ordinance provisions that meet all other applicable requirements of this division.

Element (A) refers to TPR Section 0035(2)(a)–(d):

- (a) Increasing residential densities and establishing minimum residential densities within one quarter mile of transit lines, major regional employment areas, and major regional retail shopping areas;
- (b) Increasing allowed densities in new commercial office and retail developments in designated community centers;
- (c) Designating lands for neighborhood shopping centers within convenient walking and cycling distance of residential areas;
- (d) Designating land uses to provide a better balance between jobs and housing considering:
 - (A) The total number of jobs and total of number of housing units expected in the area or subarea;
 - (B) The availability of affordable housing in the area or subarea; and
 - (C) Provision of housing opportunities in close proximity to employment areas.