



ANALYSIS AND FINDINGS

TRANSPORATION SYSTEM PLAN

June 11, 2025

Case #:	PTA25-0001/PMA 25-0001
Project:	Transportation System Plan
Procedure:	Type IV-B, Legislative

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I. INTRODUCTION

A. Applicable Criteria

Applicable Statewide Planning Goals; Oregon Administrative Rules Chapter 660; Metro Code 3.08; Tualatin Comprehensive Plan Chapter 8; and Tualatin Development Code Chapters 33.

B. Project Description

The update to Tualatin’s currently adopted 2014 Transportation System Plan (TSP) was initiated in 2024. The TSP update was a joint effort amongst community members, city staff, and council leadership to address future community needs, while conforming to state and regional policies. This long-range document will guide the city’s future investment to support a multi-modal transportation network that is safe, healthy, and accessible to everyone.

The proposed Plan Text and Map Amendments (PTA 25-0001/ PMA 25-0001) would update the Comprehensive Plan and the Development Code, consistent with the TSP. An overview of the proposed amendments is summarized in Tables 1 and 2.

Table 1—Summary of proposed text amendments

CHAPTER	TITLE	PROPOSED AMENDMENT
CP 8	Transportation	<ul style="list-style-type: none"> • Updates to transportation network goals and policies
31	General Provisions	<ul style="list-style-type: none"> • Updates definitions related to transportation
36	Subdivisions	<ul style="list-style-type: none"> • Adds access standards for public alleys
38	Signs	<ul style="list-style-type: none"> • Updates reference to functional street classifications
39	Use Categories	<ul style="list-style-type: none"> • Updates reference to functional street classifications
51	Neighborhood Commercial Zone	<ul style="list-style-type: none"> • Updates reference to functional street classifications
73A	Site Design Standards	<ul style="list-style-type: none"> • Updates reference to functional street classifications
73B	Landscape Standards	<ul style="list-style-type: none"> • Corrects figure error for Vision Clearance
73G	Masonry Wall Standards	<ul style="list-style-type: none"> • Updates reference to functional street classifications
74	Public Improvement Requirements	<ul style="list-style-type: none"> • Reorganized for readability • Clarifies performance standards required under TPR • Addresses updated functional street classifications
75	Access Management	<ul style="list-style-type: none"> • Reorganized for readability • Addresses updated functional street classifications
APP B	Figures	<ul style="list-style-type: none"> • Corrects figure references • Updates to functional classification cross section standards

Table 2—Summary of proposed map amendments

CHAPTER	TITLE	PROPOSED AMENDMENT
8-1	Functional Classification & Traffic Signals	<ul style="list-style-type: none">• Updates functional classifications of select streets• Updates to proposed traffic signals to accommodate growth
8-2	Metro Regional Street Design System	<ul style="list-style-type: none">• Updates to match Metro's RTP
8-4	Bicycle and Pedestrian Plan	<ul style="list-style-type: none">• Updates to bike and pedestrian network to accommodate growth
8-5	Transit Plan	<ul style="list-style-type: none">• Updates to accommodate growth
8-6	Freight Plan	<ul style="list-style-type: none">• Updates to match Metro's RTP

C. Attachments

- Exhibit 2. PMA 25-0001 Map Amendments
- Exhibit 3. PTA 25-0001 Text Amendments
- Exhibit 4. 2045 Transportation System Plan
- Exhibit 4a. 2045 Transportation System Plan Technical Appendix
- Exhibit 5. Public Comments
- Exhibit 6. Traffic Signal Analysis

II. PLANNING FINDINGS

A. Oregon Statewide Planning Goals

State planning regulations require cities to adopt and amend Comprehensive Plans and land use regulations in compliance with state land use goals. Because the proposed code amendments have a limited scope, their impact to Statewide Planning Goals is limited to those goals addressed below.

Goal 1 – Citizen Involvement

To develop a citizen involvement program that insures the opportunity for citizens to be involved in all phases of the planning process.

Finding:

The proposed amendments will adopt the 2045 TSP as a supporting document to the Tualatin Comprehensive Plan. Extensive citizen involvement was conducted as part of the TSP. Chapter 2 of the TSP provides a detailed analysis of the project’s public involvement methodologies that included the formation and participation a Community Advisory Committee (CAC) and Technical Advisory Group (TAG); in-person and virtual events that engaged over 2,000 residents, businesses, and visitors; and targeted outreach in the form of digital and printed advertisements.

Relative to the proposed amendments, compliance with the procedural elements for a Legislative Amendment were achieved under TDC 32.250. Public Noticing has been completed as required, and received public comments are included as Exhibit 5. The Planning Commission held a public meeting on June 18, 2025 and the City Council public hearing is scheduled on August 11, 2025. The proposed amendments conform to Goal 1.

Goal 2 – Land Use Planning

To establish a land use planning process and policy framework as a basis for all decision and actions related to use of land and to assure an adequate factual base for such decisions and actions.

Finding:

Goal 2 requires that the city adopt a Comprehensive Plan and implementing ordinances that are consistent with the statewide planning goals. The proposed amendments update the Tualatin Comprehensive Plan and Development Code consistent with the new 2045 TSP goals and policies. The TSP was developed with the help of a consultant team with expertise in transportation planning and is supported by extensive technical analysis. The proposed amendments conform to Goal 2.

Goal 6 – Air, Water and Land Resource Quality

To maintain and improve the quality of the air, water and land resources of the state.

Finding:

Goal 6 requires that the city regulate all waste and process discharge from future development in compliance with state and federal statutes. The TSP was updated in compliance with the Transportation Planning Rule (addressed later in the analysis), which emphasizes the importance of considering all modes of transportation, not just cars. Consistent with Goal 8, it requires the development of alternative travel options like walking, biking, and public transit, ensuring that the future transportation system is balanced and accessible for everyone. In particular, Chapter 8 of the Comprehensive Plan has been amended to include a goal and policies to reduce greenhouse gas emissions from the transportation system. The proposed amendments conform to Goal 6.

Goal 11 – Public Facilities and Services

To plan and develop a timely, orderly and efficient arrangement of public facilities and services to serve as a framework for urban and rural development.

Finding:

Goal 11 requires the city to adopt public facility plans for areas within an urban growth boundary containing a population greater than 2,500 persons. The 2045 TSP provides an inventory and general assessment of the city's public transportation network in support of land uses designated in the Comprehensive Plan. The Plan includes a list of projects recommended to address traffic challenges, improve multimodal options, as well as maintain and expand the roadway network to accommodate growth. The Plan also identifies project locations, estimates project costs, and identifies typical funding sources. The proposed amendments will adopt the 2045 TSP as a supporting document to the Tualatin Comprehensive Plan. The proposed amendments conform to Goal 11.

Goal 12 – Transportation Planning

To provide and encourage a safe, convenient and economic transportation system.

Finding:

Goal 12 requires that the city provide a transportation system for different modes of transportation. There is currently good access and mobility across the city for motorized vehicles; however, there are gaps and system deficiencies at locations around the city for other modes of transportation. The 2045 TSP and related amendments recommend expanding travel options for users of all ages and abilities by improving options for walking, rolling, cycling, and accessing transit. The TSP and related amendments also serve to advance the city's climate action plan goals reduce greenhouse gas emissions from the transportation system. In sum, the updated TSP supports convenient and affordable travel options to jobs, schools, and essential services for all members of the community. Goal 12 is satisfied by the implementation of OAR 660 Division 12, the findings for which are included below in Section B. The proposed amendments conform to Goal 12.

B. Oregon Administrative Rules (OAR)

Chapter 660, Division 12 (Transportation Planning)

660-012-0010

Transportation Planning

- (1) As described in this division, transportation planning shall be divided into two phases: transportation system planning and transportation project development. Transportation system planning establishes land use controls and a network of facilities and services to meet overall transportation needs. Transportation project development implements the TSP by determining the precise location, alignment, and preliminary design of improvements included in the TSP.**
- (2) It is not the purpose of this division to cause duplication of or to supplant existing applicable transportation plans and programs. Where all or part of an acknowledged comprehensive plan, TSP either of the local government or appropriate special district, capital improvement program, regional functional plan, or similar plan or combination of plans meets all or some of the requirements of this division, those plans or programs may be incorporated by reference into the TSP required by this division. Only those referenced portions of such documents shall be considered to be a part of the TSP and shall be subject to the administrative procedures of this division and ORS Chapter 197.**

(3) It is not the purpose of this division to limit adoption or enforcement of measures to provide convenient bicycle and pedestrian circulation or convenient access to transit that are otherwise consistent with the requirements of this division.

Finding:

The 2045 TSP would update the existing TSP consistent with all applicable provisions of Division 12. The previously adopted TSP is consistent with -0010. As provided under this subsection, project development will be addressed separately at the time of a particular development application, consistent with TDC Chapters 32 and 33, and other relevant chapters depending on the application type. The proposed amendments are consistent with these requirements.

660-012-0012

Effective Dates and Transition

[...]

(4) The dates in this section apply unless alternative dates are approved by the director as provided in section (3).

(d) Metro shall amend its Urban Growth Management Functional Plan in conjunction with its next growth management analysis under ORS 197.296 and no later than December 31, 2024, to require each city and county within Metro to:

(A) By December 31, 2025, adopt boundaries for all regional and town centers identified on Metro's 2040 Growth Concept map for which the city or county has adopted urban land use designations in their comprehensive plan, except for any portions of centers that have boundaries adopted by another city or county;

(B) Adopt boundaries for any other regional and town center identified on Metro's 2040 Growth Concept map when the city or county adopts urban land use designations for the area of that center in their comprehensive plan, unless portions of the center have boundaries already adopted by another city or county; and

(C) Identify boundaries for regional and town centers that are adopted pursuant to this subsection to be located in the general area of the center as identified in the Metro 2040 Growth Concept map.

(e) Cities and counties shall adopt land use regulations to meet the requirements of OAR 660-012-0330 no later than the date of adoption of a major transportation system plan update as provided in OAR 660-012-0105.

Finding:

Comprehensive Plan Map 10-4 identifies Metro's 2040 Growth Concept town center. A separate proposal under PTA 25-0002 will adopt land use regulations to address 0330 CFEC walkable design standards. PTA 25-0002 is scheduled to be heard in October of 2025, proceeding the TSP adoption. The proposed amendments will be made consistent with these requirements.

660-012-0015

Preparation and Coordination of Transportation System Plans

(3) Cities and counties shall prepare, adopt, and amend local TSPs for lands within their planning jurisdiction in compliance with this division:

(a) Local TSPs shall establish a system of transportation facilities and services adequate to meet identified local transportation needs and shall be consistent with regional TSPs and adopted elements of the state TSP;

(b) Where the regional TSP or elements of the state TSP have not been adopted, the city or county shall coordinate the preparation of the local TSP with the regional transportation planning body and ODOT to ensure that regional and state transportation needs are accommodated.

(4) Cities and counties shall adopt regional and local TSPs required by this division as part of their comprehensive plans. Transportation financing programs required by OAR 660-012-0040 may be adopted as a supporting document to the comprehensive plan.

(5) The preparation of TSPs shall be coordinated with affected state and federal agencies, local governments, special districts, and private providers of transportation services.

(6) Mass transit, transportation, airport, and port districts shall participate in the development of TSPs for those transportation facilities and services they provide. These districts shall prepare and adopt plans for transportation facilities and services they provide. Such plans shall be consistent with and adequate to carry out relevant portions of applicable regional and local TSPs. Cooperative agreements executed under ORS 195.020(2) shall include the requirement that mass transit, transportation, airport, and port districts adopt a plan consistent with the requirements of this section.

Finding:

The proposed amendments comply with all of the applicable requirements for preparation, coordination and adoption of TSPs required under this section of the TPR.

- *An existing conditions report inventoried Tualatin's transportation infrastructure and is included under the TSP Technical Appendix (Exhibit 4a). The report identified gaps and operational and safety deficiencies for the existing network.*
- *A plans and policies memorandum documents the review of existing local, regional, and state plans whose regulations and policies would inform the TSP update, as included in the TSP Technical Appendix (Exhibit 4a).*
- *The preparation of the TSP update was coordinated with DLCD, ODOT, Metro, Washington County, Clackamas County, and the cities of Lake Oswego, Durham, Tigard, Sherwood, Rivergrove, and Wilsonville.*
- *The TSP and amendments are incorporated as part of the City's Comprehensive Plan (Chapter 8).*
- *As described above, the preparation of proposed amendments followed the process in place for the development of the TSP and was closely coordinated with affected government agencies and service providers.*

OAR 660-012-0015 also requires that regional TSPs, such as Metro's RTP, be coordinated with state transportation plans and policies, such as those found in the Oregon Highway Plan (OHP). Both ODOT and Metro assisted in the development of the plans incorporated into the TSP. The proposed amendments are consistent with these requirements.

660-012-0020

Elements of Transportation System Plans

(1) A TSP shall establish a coordinated network of transportation facilities adequate to serve state, regional and local transportation needs.

(2) The TSP shall include the following elements:

(a) A determination of transportation needs as provided in OAR 660-012-0030;

(b) A road plan for a system of arterials and collectors and standards for the layout of local streets and other important non-collector street connections. Functional classifications of roads in regional and local TSP's shall be consistent with functional classifications of roads in state and regional TSP's and shall provide for continuity between adjacent jurisdictions. The standards for the layout of local

streets shall provide for safe and convenient bike and pedestrian circulation necessary to carry out OAR 660-012-0045(3)(b). New connections to arterials and state highways shall be consistent with designated access management categories. The intent of this requirement is to provide guidance on the spacing of future extensions and connections along existing and future streets which are needed to provide reasonably direct routes for bicycle and pedestrian travel. The standards for the layout of local streets shall address:

- (A) Extensions of existing streets;
 - (B) Connections to existing or planned streets, including arterials and collectors; and
 - (C) Connections to neighborhood destinations.
- (c) A public transportation plan which:
- (A) Describes public transportation services for the transportation disadvantaged and identifies service inadequacies;
 - (B) Describes intercity bus and passenger rail service and identifies the location of terminals;
 - (C) For areas within an urban growth boundary which have public transit service, identifies existing and planned transit trunk routes, exclusive transit ways, terminals and major transfer stations, major transit stops, and park-and-ride stations. Designation of stop or station locations may allow for minor adjustments in the location of stops to provide for efficient transit or traffic operation or to provide convenient pedestrian access to adjacent or nearby uses.
- (d) A bicycle and pedestrian plan for a network of bicycle and pedestrian routes throughout the planning area. The network and list of facility improvements shall be consistent with the requirements of ORS 366.514;
- (e) An air, rail, water and pipeline transportation plan which identifies where public use airports, mainline and branchline railroads and railroad facilities, port facilities, and major regional pipelines and terminals are located or planned within the planning area. For airports, the planning area shall include all areas within airport imaginary surfaces and other areas covered by state or federal regulations;
- (f) For areas within an urban area containing a population greater than 25,000 persons a plan for transportation system management and demand management;
- (g) A parking plan in MPO areas as provided in OAR 660-012-0045(5)(c);
- (h) Policies and land use regulations for implementing the TSP as provided in OAR 660-012-0045;
- (i) For areas within an urban growth boundary containing a population greater than 2500 persons, a transportation financing program as provided in OAR 660-012-0040.
- (3) Each element identified in subsections (2)(b)–(d) of this rule shall contain:
- (a) An inventory and general assessment of existing and committed transportation facilities and services by function, type, capacity and condition:
 - (A) The transportation capacity analysis shall include information on:
 - (i) The capacities of existing and committed facilities;
 - (ii) The degree to which those capacities have been reached or surpassed on existing facilities; and
 - (iii) The assumptions upon which these capacities are based.
 - (B) For state and regional facilities, the transportation capacity analysis shall be consistent with standards of facility performance considered acceptable by the affected state or regional transportation agency;
 - (C) The transportation facility condition analysis shall describe the general physical and operational condition of each transportation facility (e.g., very good, good, fair, poor, very poor).
 - (b) A system of planned transportation facilities, services and major improvements. The system shall include a description of the type or functional classification of planned facilities and services and their planned capacities and performance standards;

(c) A description of the location of planned facilities, services and major improvements, establishing the general corridor within which the facilities, services or improvements may be sited. This shall include a map showing the general location of proposed transportation improvements, a description of facility parameters such as minimum and maximum road right of way width and the number and size of lanes, and any other additional description that is appropriate;

(d) Identification of the provider of each transportation facility or service.

Finding:

The 2045 TSP was informed by technical memoranda that document existing and future conditions, a roadway classification system, recommended improvements by mode, programmatic solutions to enhance existing facilities, and a general funding plan as required by Section -0020 of the TPR. The previously adopted TSP (Ordinance #1354-13), was acknowledged by the Department of Land Conservation and Development and found to be in compliance with the TPR. The 2045 TSP is an update of the acknowledged TSP. The proposed amendments modify the Comprehensive Plan and Development Code, as summarized in Tables 1 and 2.

Further, the proposed amendments are consistent with the provisions described in 660-012-0020.

- *The amendments to the TSP are consistent with Metro's Regional Transportation Plan (RTP).*
- *TDC Chapter 74 includes local street standards consistent with the intent of -0020.*
- *The TSP includes all the public transit services described in 660-012-0020(2)(c)(A)-(C).*

The proposed amendments are consistent with these requirements.

660-012-0025

Complying with the Goals in Preparing Transportation System Plans; Refinement Plans

(1) Except as provided in section (3) of this rule, adoption of a TSP shall constitute the land use decision regarding the need for transportation facilities, services and major improvements and their function, mode, and general location.

(2) Findings of compliance with applicable statewide planning goals and acknowledged comprehensive plan policies and land use regulations shall be developed in conjunction with the adoption of the TSP.

(3) A local government or MPO may defer decisions regarding function, general location and mode of a refinement plan if findings are adopted that:

(a) Identify the transportation need for which decisions regarding function, general location or mode are being deferred;

(b) Demonstrate why information required to make final determinations regarding function, general location, or mode cannot reasonably be made available within the time allowed for preparation of the TSP;

(c) Explain how deferral does not invalidate the assumptions upon which the TSP is based or preclude implementation of the remainder of the TSP;

(d) Describe the nature of the findings which will be needed to resolve issues deferred to a refinement plan; and

(e) Set a deadline for adoption of a refinement plan prior to initiation of the periodic review following adoption of the TSP.

(4) Where a Corridor Environmental Impact Statement (EIS) is prepared pursuant to the requirements of the National Environmental Policy Act of 1969, the development of the refinement plan shall be

coordinated with the preparation of the Corridor EIS. The refinement plan shall be adopted prior to the issuance of the Final EIS.

Finding:

The proposed 2045 TSP amendments comply with the applicable provisions of Section -0025 of the TPR as demonstrated by the following facts:

- *The proposed amendments update the need, mode, function, and general location for several transportation facilities, consistent with OAR 660-012-0025(1) (TSP Chapter 4. Modal Plans).*
- *The findings contained herein satisfy the requirement of OAR 660-12-0025(2) and have been adopted in conjunction with proposed amendments.*
- *The proposed amendments do not include any refinement planning nor an Environmental Impact Statement; OAR 660-12-0025(3) – (4) therefore does not apply.*

The proposed amendments are consistent with these requirements.

660-012-0030

Determination of Transportation Needs

(1) The TSP shall identify transportation needs relevant to the planning area and the scale of the transportation network being planned including:

(a) State, regional, and local transportation needs;

(b) Needs of the transportation disadvantaged;

(c) Needs for movement of goods and services to support industrial and commercial development planned for pursuant to OAR chapter 660, division 9 and Goal 9 (Economic Development).

(2) Counties or MPO's preparing regional TSP's shall rely on the analysis of state transportation needs in adopted elements of the state TSP. Local governments preparing local TSP's shall rely on the analyses of state and regional transportation needs in adopted elements of the state TSP and adopted regional TSP's.

(3) Within urban growth boundaries, the determination of local and regional transportation needs shall be based upon:

(a) Population and employment forecasts and distributions that are consistent with the acknowledged comprehensive plan, including those policies that implement Goal 14. Forecasts and distributions shall be for 20 years and, if desired, for longer periods; and

(b) Measures adopted pursuant to OAR 660-012-0045 to encourage reduced reliance on the automobile.

(4) In MPO areas, calculation of local and regional transportation needs also shall be based upon accomplishment of the requirement in OAR 660-012-0035(4) to reduce reliance on the automobile.

Finding:

The proposed amendments identify transportation needs as required by -0030. The 2045 TSP (Exhibit 4) complies with the TPR by containing: a road plan for a network of arterial and collector roads (Chapter 4, Figure 15); a public transit plan (Chapter 4, Figure 14); a pedestrian and bicycle plan (Chapter 4, Figures 9 and 12) an air, rail, water, and pipeline plan (Chapter 4); a transportation funding plan (Chapter 5); and an implementation plan in support of region-wide sustainability goals (Chapter 7).

- *The proposed amendments are consistent with Metro's Regional Transportation Plan (RTP) that was completed in 2023; and, findings of compliance with the RTFP are included herein.*

- *The needs analysis was based upon population and employment forecasts developed by Metro with local government participation. These same regional forecasts have been used to inform the RTP and to implement Metro's 2040 designations, which are part of the City's adopted and acknowledged Comprehensive Plan. This baseline analysis considered sociodemographic groups and identified areas where greater transportation needs reside (Chapter 3).*
- *The proposed amendments are consistent with the requirements to reduce reliance on automobiles as set forth in OAR 660-012-0035(4) and referenced by OAR 660-012-0030(4). Appropriate findings are provided herein under OAR 660-012-0035.*

The proposed amendments are consistent with these requirements.

660-012-0035

Evaluation and Selection of Transportation System Alternatives

(1) The TSP shall be based upon evaluation of potential impacts of system alternatives that can reasonably be expected to meet the identified transportation needs in a safe manner and at a reasonable cost with available technology. The following shall be evaluated as components of system alternatives:

- (a) Improvements to existing facilities or services;**
- (b) New facilities and services, including different modes or combinations of modes that could reasonably meet identified transportation needs;**
- (c) Transportation system management measures;**
- (d) Demand management measures; and**
- (e) A no-build system alternative required by the National Environmental Policy Act of 1969 or other laws.**

(2) The following standards shall be used to evaluate and select alternatives:

- (a) The transportation system shall support urban and rural development by providing types and levels of transportation facilities and services appropriate to serve the land uses identified in the acknowledged comprehensive plan;**
- (b) The transportation system shall be consistent with state and federal standards for protection of air, land and water quality including the State Implementation Plan under the Federal Clean Air Act and the State Water Quality Management Plan;**
- (c) The transportation system shall minimize adverse economic, social, environmental, and energy consequences;**
- (d) The transportation system shall minimize conflicts and facilitate connections between modes of transportation; and**
- (e) The transportation system shall avoid principal reliance on any one mode of transportation by increasing transportation choices to reduce principal reliance on the automobile.**

(3) Where existing and committed transportation facilities and services have adequate capacity to support the land uses in the acknowledged comprehensive plan, the local government shall not be required to evaluate alternatives as provided in this rule.

(4) Transportation uses or improvements listed in OAR 660-012-0065(3)(d) to (g) and (o) and located in an urban fringe may be included in a TSP only if the project identified in the transportation system plan as described in section (6) of this rule, will not significantly reduce peak hour travel time for the route as determined pursuant to section (5) of this rule, or the jurisdiction determines that the following alternatives cannot reasonably satisfy the purpose of the improvement project:

- (a) Improvements to transportation facilities and services within the urban growth boundary;**
- (b) Transportation system management measures that do not significantly increase capacity; or**

(c) Transportation demand management measures. The jurisdiction needs only to consider alternatives that are safe and effective, consistent with applicable standards and that can be implemented at a reasonable cost using available technology.

(5) A project significantly reduces peak hour travel time when, based on recent data, the time to travel the route is reduced more than 15 percent during weekday peak hour conditions over the length of the route located within the urban fringe. For purposes of measuring travel time, a route shall be identified by the predominant traffic flows in the project area.

(6) A “transportation improvement project” described in section (4) of this rule:

(a) Is intended to solve all of the reasonably foreseeable transportation problems within a general geographic location, within the planning period; and

(b) Has utility as an independent transportation project.

Finding:

Tualatin’s future roadway network is designed to improve connectivity, traffic flow, and safety for all users. The proposed 2045 TSP and associated amendments comply with the applicable provisions of Section

-0035 of the TPR as demonstrated by the following facts:

- *The 2045 TSP (Chapter 6), identify a combination of improvements to existing facilities and construction of new facilities necessary to provide a system of multimodal infrastructure to meet identified transportation needs.*
- *The 2045 TSP considers multimodal opportunities, as well as transportation system management, and demand management solutions. Recommended investments are categorized as: complete street projects, active transportation projects, and transit projects.*
- *An evaluation framework was developed to assess how potential projects advance the five goals identified in the 2045 TSP.*
- *Tualatin is not located in an urban fringe area as defined in 660-12-0005; and therefore - 0035(4)-(6) are not applicable.*

The proposed amendments are consistent with these requirements.

660-012-0040

Transportation Financing Program

(1) For areas within an urban growth boundary containing a population greater than 2,500 persons, the TSP shall include a transportation financing program.

(2) A transportation financing program shall include the items listed in (a)–(d):

(a) A list of planned transportation facilities and major improvements;

(b) A general estimate of the timing for planned transportation facilities and major improvements;

(c) A determination of rough cost estimates for the transportation facilities and major improvements identified in the TSP; and

(d) In metropolitan areas, policies to guide selection of transportation facility and improvement projects for funding in the short-term to meet the standards and benchmarks established pursuant to 0035(4)–(6). Such policies shall consider, and shall include among the priorities, facilities and improvements that support mixed-use, pedestrian friendly development and increased use of alternative modes.

(3) The determination of rough cost estimates is intended to provide an estimate of the fiscal requirements to support the land uses in the acknowledged comprehensive plan and allow

jurisdictions to assess the adequacy of existing and possible alternative funding mechanisms. In addition to including rough cost estimates for each transportation facility and major improvement, the transportation financing plan shall include a discussion of the facility provider's existing funding mechanisms and the ability of these and possible new mechanisms to fund the development of each transportation facility and major improvement. These funding mechanisms may also be described in terms of general guidelines or local policies.

(4) Anticipated timing and financing provisions in the transportation financing program are not considered land use decisions as specified in ORS 197.712(2)(e) and, therefore, cannot be the basis of appeal under 197.610(1) and (2) or 197.835(4).

(5) The transportation financing program shall provide for phasing of major improvements to encourage infill and redevelopment of urban lands prior to facilities and improvements which would cause premature development of urbanizable lands or conversion of rural lands to urban uses.

Finding:

Transportation infrastructure funding is reasonably assured, and the proposed amendments fully implement all of the applicable provisions of -0040 as detailed in the following findings of fact:

- *The proposed amendments include a ranked list of planned transportation facilities and major improvements, including rough cost estimates and identified funding sources, as documented in the proposed 2045 TSP (Chapter 6).*
- *The proposed amendments include policies to guide the selection of transportation facilities and improvement projects for funding in the short term to meet the standards and benchmarks established pursuant to -0035(4)-(6). Said policies consider, and include among the priorities, facilities and improvements that support mixed-use, pedestrian-friendly development and increased use of alternative modes (Chapter 3, Technical Appendix)*
- *The regional transportation facilities identified in the proposed amendments have been included in Metro's financially constrained 2023 Regional Transportation Plan.*

Therefore, the proposed amendments are considered to be financially constrained and consistent with these requirements.

660-012-0045

Implementation of the Transportation System Plan

(1) Each local government shall amend its land use regulations to implement the TSP.

(a) The following transportation facilities, services and improvements need not be subject to land use regulations except as necessary to implement the TSP and, under ordinary circumstances do not have a significant impact on land use:

(A) Operation, maintenance, and repair of existing transportation facilities identified in the TSP, such as road, bicycle, pedestrian, port, airport, and rail facilities, and major regional pipelines and terminals;

(B) Dedication of right-of-way, authorization of construction, and the construction of facilities and improvements, where the improvements are consistent with clear and objective dimensional standards;

(C) Uses permitted outright under ORS 215.213(1)(j)–(m) and 215.283(1)(h)–(k), consistent with the provisions of OAR 660-012-0065; and

(D) Changes in the frequency of transit, rail, and airport services.

(b) To the extent, if any, that a transportation facility, service or improvement concerns the application of a comprehensive plan provision or land use regulation, it may be allowed without

further land use review if it is permitted outright or if it is subject to standards that do not require interpretation or the exercise of factual, policy, or legal judgment;

(c) In the event that a transportation facility, service, or improvement is determined to have a significant impact on land use or to concern the application of a comprehensive plan or land use regulation and to be subject to standards that require interpretation or the exercise of factual, policy, or legal judgment, the local government shall provide a review and approval process that is consistent with OAR 660-012-0050. To facilitate implementation of the TSP, each local government shall amend its land use regulations to provide for consolidated review of land use decisions required to permit a transportation project.

(2) Local governments shall adopt land use or subdivision ordinance regulations, consistent with applicable federal and state requirements, to protect transportation facilities, corridors, and sites for their identified functions. Such regulations shall include:

(a) Access control measures, for example, driveway and public road spacing, median control, and signal spacing standards, that are consistent with the functional classification of roads and consistent with limiting development on rural lands to rural uses and densities;

(b) Standards to protect future operation of roads, transitways, and major transit corridors;

(c) Measures to protect public use airports by controlling land uses within airport noise corridors and imaginary surfaces, and by limiting physical hazards to air navigation;

(d) A process for coordinated review of future land use decisions affecting transportation facilities, corridors, or sites;

(e) A process to apply conditions to development proposals in order to minimize impacts and protect transportation facilities, corridors, or sites;

(f) Regulations to provide notice to public agencies providing transportation facilities and services, MPOs, and ODOT of:

(A) Land use applications that require public hearings;

(B) Subdivision and partition applications;

(C) Other applications that affect private access to roads; and

(D) Other applications within airport noise corridors and imaginary surfaces that affect airport operations; and

(g) Regulations ensuring that amendments to land use designations, densities, and design standards are consistent with the functions, capacities, and performance standards of facilities identified in the TSP.

(3) Local governments shall adopt land use or subdivision regulations for urban areas and rural communities as set forth below. The purposes of this section are to provide for safe and convenient pedestrian, bicycle and vehicular circulation consistent with access management standards and the function of affected streets, to ensure that new development provides on-site streets and accessways that provide reasonably direct routes for pedestrian and bicycle travel in areas where pedestrian and bicycle travel is likely if connections are provided, and that avoids wherever possible levels of automobile traffic that might interfere with or discourage pedestrian or bicycle travel.

(a) Bicycle parking facilities as part of new multi-family residential developments of four units or more, new retail, office and institutional developments, and all transit transfer stations and park-and-ride lots;

(b) On-site facilities shall be provided that accommodate safe and convenient pedestrian and bicycle access from within new subdivisions, multi-family developments, planned developments, shopping centers, and commercial districts to adjacent residential areas and transit stops, and to neighborhood activity centers within one-half mile of the development. Single-family residential developments shall

generally include streets and accessways. Pedestrian circulation through parking lots should generally be provided in the form of accessways.

(A) "Neighborhood activity centers" include, but are not limited to, existing or planned schools, parks, shopping areas, transit stops, or employment centers;

(B) Bikeways shall be required along arterials and major collectors. Sidewalks shall be required along arterials, collectors, and most local streets in urban areas, except that sidewalks are not required along controlled access roadways, such as freeways;

(C) Cul-de-sacs and other dead-end streets may be used as part of a development plan, consistent with the purposes set forth in this section;

(D) Local governments shall establish their own standards or criteria for providing streets and accessways consistent with the purposes of this section. Such measures may include but are not limited to: standards for spacing of streets or accessways; and standards for excessive out-of-direction travel;

(E) Streets and accessways need not be required where one or more of the following conditions exist:

(i) Physical or topographic conditions make a street or accessway connection impracticable. Such conditions include but are not limited to freeways, railroads, steep slopes, wetlands or other bodies of water where a connection could not reasonably be provided;

(ii) Buildings or other existing development on adjacent lands physically preclude a connection now or in the future considering the potential for redevelopment; or

(iii) Where streets or accessways would violate provisions of leases, easements, covenants, restrictions or other agreements existing as of May 1, 1995, which preclude a required street or accessway connection.

(c) Where off-site road improvements are otherwise required as a condition of development approval, they shall include facilities accommodating convenient pedestrian and bicycle travel, including bicycle ways along arterials and major collectors;

(d) For purposes of subsection (b) "safe and convenient" means bicycle and pedestrian routes, facilities and improvements that:

(A) Are reasonably free from hazards, particularly types or levels of automobile traffic that would interfere with or discourage pedestrian or cycle travel for short trips;

(B) Provide an accessible and reasonably direct route of travel between destinations such as between a transit stop and a store; and

(C) Meet travel needs of cyclists and pedestrians considering destination and length of trip; and considering that the most common trip length of pedestrians is generally under one-half mile.

(e) Internal pedestrian circulation within new office parks and commercial developments shall be provided through clustering of buildings, construction of accessways, walkways and similar techniques.

(4) To support transit in urban areas containing a population greater than 25,000, where the area is already served by a public transit system or where a determination has been made that a public transit system is feasible, local governments shall adopt land use and subdivision regulations as provided in subsections (a)–(g) below:

(a) Transit routes and transit facilities shall be designed to support transit use through provision of bus stops, pullouts and shelters, optimum road geometrics, on-road parking restrictions and similar facilities, as appropriate;

(b) New retail, office, and institutional buildings at or near major transit stops shall provide for convenient pedestrian access to transit through the measures listed in paragraphs (A) and (B) below.

(A) Accessible walkways shall be provided connecting building entrances and streets adjoining the site;

(B) Accessible pedestrian facilities connecting to adjoining properties shall be provided except where such a connection is impracticable as provided for in paragraph (3)(b)(E). Pedestrian facilities shall connect the on-site circulation system to existing or proposed streets, walkways, and driveways that abut the property. Where adjacent properties are undeveloped or have potential for redevelopment, streets, accessways and walkways on site shall be laid out or stubbed to allow for extension to the adjoining property;

(C) In addition to paragraphs (A) and (B) above, on sites at major transit stops provide the following:

(i) Either locate buildings within 20 feet of the transit stop, a transit street or an intersecting street or provide a pedestrian plaza at the transit stop or a street intersection;

(ii) An accessible and reasonably direct pedestrian facility between the transit stop and building entrances on the site;

(iii) A transit passenger landing pad accessible to people with disabilities;

(iv) An easement or dedication for a passenger shelter if requested by the transit provider; and

(v) Lighting at the transit stop.

(c) Local governments may implement paragraphs (b)(A) and (B) through the designation of pedestrian districts and adoption of appropriate implementing measures regulating development within pedestrian districts. Pedestrian districts must comply with the requirement of paragraph (b)(C);

(d) Designated employee parking areas in new developments shall provide preferential parking for carpools and vanpools;

(e) Existing development shall be allowed to redevelop a portion of existing parking areas for transit-oriented uses, including bus stops and pullouts, bus shelters, park and ride stations, transit-oriented developments, and similar facilities, where appropriate;

(f) Road systems for new development shall be provided that can be adequately served by transit, including provision of pedestrian access to existing and identified future transit routes. This shall include, where appropriate, separate accessways to minimize travel distances;

(g) Along existing or planned transit routes, designation of types and densities of land uses adequate to support transit.

(5) In developing a bicycle and pedestrian circulation plan as required by OAR 660-012-0020(2)(d), local governments shall identify improvements to facilitate bicycle and pedestrian trips to meet local travel needs in developed areas. Appropriate improvements should provide for more direct, convenient, accessible, and safer bicycle or pedestrian travel within and between residential areas and neighborhood activity centers (i.e., schools, shopping, transit stops). Specific measures include, for example, constructing walkways between cul-de-sacs and adjacent roads, providing walkways between buildings, and providing direct access between adjacent uses.

(6) Local governments shall establish standards for local streets and accessways that minimize pavement width and total right-of-way consistent with the operational needs of the facility. The intent of this requirement is that local governments consider and reduce excessive standards for local streets and accessways in order to reduce the cost of construction, provide for more efficient use of urban land, provide for emergency vehicle access while discouraging inappropriate traffic volumes and speeds, and which accommodate convenient pedestrian and bicycle circulation. Notwithstanding section (1) or (3) of this rule, local street standards adopted to meet this requirement need not be adopted as land use regulations.

Finding:

Elements of the 2045 TSP are implemented through the requirements of the Tualatin Development Code. The Code regulates land uses and development within the City and implements the long-range vision of the Comprehensive Plan, of which the TSP is part. The City is proposing amendments to the

Comprehensive Plan and Code, as part of the adoption of the 2045 TSP. The proposed amendments, together with previously adopted and acknowledged ordinances, fully implement all of the applicable provisions of -0045.

- *The TDC includes land use and subdivision regulations, which are acknowledged to be consistent with -0045(2), (3), (4), and (5).*
- *Map 8-1 Functional Classification and Traffic Signal Plan has been amended to support and protect the identified functions of transportation facilities consistent with the requirements of -0045(2).*
- *Map 8-5 Transit Plan has been amended to support transit use consistent with the requirements of -0045(4).*
- *Map 8-4 Bicycle and Pedestrian Plan has been amended to support safe and convenient bicycle and pedestrian circulation consistent with the requirements of -0045(5).*
- *TDC Chapter 74 provides a process for coordinated review of land use decisions affecting transportation facilities, corridors, and sites, as well as public notice consistent with the requirements of -0045(2).*
- *TDC Chapter 75 provides for review and protection of roadway safety, infrastructure, and operations consistent with the requirements of -0045(6).*

The proposed amendments are consistent with these requirements.

660-012-0050

(1) For projects identified by ODOT pursuant to OAR chapter 731, division 15, project development shall occur in the manner set forth in that division.

(2) Regional TSPs shall provide for coordinated project development among affected local governments. The process shall include:

- (a) Designation of a lead agency to prepare and coordinate project development;**
- (b) A process for citizen involvement, including public notice and hearing, if project development involves land use decision-making. The process shall include notice to affected transportation facility and service providers, MPOs, and ODOT;**
- (c) A process for developing and adopting findings of compliance with applicable statewide planning goals, if any. This shall include a process to allow amendments to acknowledged comprehensive plans where such amendments are necessary to accommodate the project; and**
- (d) A process for developing and adopting findings of compliance with applicable acknowledged comprehensive plan policies and land use regulations of individual local governments, if any. This shall include a process to allow amendments to acknowledged comprehensive plans or land use regulations where such amendments are necessary to accommodate the project.**

(3) Project development addresses how a transportation facility or improvement authorized in a TSP is designed and constructed. This may or may not require land use decision-making. The focus of project development is project implementation, e.g. alignment, preliminary design and mitigation of impacts. During project development, projects authorized in an acknowledged TSP shall not be subject to further justification with regard to their need, mode, function, or general location. For purposes of this section, a project is authorized in a TSP where the TSP makes decisions about transportation need, mode, function and general location for the facility or improvement as required by this division.

(a) Project development does not involve land use decision-making to the extent that it involves transportation facilities, services or improvements identified in OAR 660-012-0045(1)(a); the application of uniform road improvement design standards and other uniformly accepted engineering design standards and practices that are applied during project implementation; procedures and

standards for right-of-way acquisition as set forth in the Oregon Revised Statutes; or the application of local, state or federal rules and regulations that are not a part of the local government's land use regulations.

(b) Project development involves land use decision-making to the extent that issues of compliance with applicable requirements requiring interpretation or the exercise of policy or legal discretion or judgment remain outstanding at the project development phase. These requirements may include, but are not limited to, regulations protecting or regulating development within floodways and other hazard areas, identified Goal 5 resource areas, estuarine and coastal shoreland areas, and the Willamette River Greenway, and local regulations establishing land use standards or processes for selecting specific alignments. They also may include transportation improvements required to comply with ORS 215.296 or 660-012-0065(5). When project development involves land use decision-making, all unresolved issues of compliance with applicable acknowledged comprehensive plan policies and land use regulations shall be addressed and findings of compliance adopted prior to project approval.

(c) To the extent compliance with local requirements has already been determined during transportation system planning, including adoption of a refinement plan, affected local governments may rely on and reference the earlier findings of compliance with applicable standards.

(4) Except as provided in section (1) of this rule, where an Environmental Impact Statement (EIS) is prepared pursuant to the National Environmental Policy Act of 1969, project development shall be coordinated with the preparation of the EIS. All unresolved issues of compliance with applicable acknowledged comprehensive plan policies and land use regulations shall be addressed and findings of compliance adopted prior to issuance of the Final EIS.

(5) If a local government decides not to build a project authorized by the TSP, it must evaluate whether the needs that the project would serve could otherwise be satisfied in a manner consistent with the TSP. If identified needs cannot be met consistent with the TSP, the local government shall initiate a plan amendment to change the TSP or the comprehensive plan to assure that there is an adequate transportation system to meet transportation needs.

(6) Transportation project development may be done concurrently with preparation of the TSP or a refinement plan

Finding:

The proposed 2045 TSP and amendments, together with previously adopted and acknowledged ordinances, fully implement all of the applicable provisions of -0050.

- *The 2023 Metro RTP provides for the coordination of project development.*
- *The TSP addresses the type of and function of transportation improvement, and the City of Tualatin public works permit process is consistent with all the requirements of -0050.*

The proposed amendments are consistent with these requirements.

660-012-0055

Timing of Adoption and Update of Transportation System Plans; Exemptions

(1) MPOs shall complete regional TSPs for their planning areas by May 8, 1996. For those areas within a MPO, cities and counties shall adopt local TSPs and implementing measures within one year following completion of the regional TSP:

(a) 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 OAR 660-012-0035 and the metropolitan area does not have an approved alternative standard established pursuant to OAR 660-012-0035, then the cities and counties within the metropolitan area shall prepare and adopt an

integrated land use and transportation plan as outlined in OAR 660-012-0035. Such a plan shall be prepared in coordination with the MPO and shall be adopted within three years;

(b) When an area is designated as an MPO or is added to an existing MPO, the affected local governments shall, within one year of adoption of the regional transportation plan, adopt a regional TSP in compliance with applicable requirements of this division and amend local transportation system plans to be consistent with the regional TSP.

(c) Local governments in metropolitan areas may request and the commission may by order grant an extension for completing an integrated land use and transportation plan required by this division. Local governments requesting an extension shall set forth a schedule for completion of outstanding work needed to complete an integrated land use and transportation plan as set forth in OAR 660-012-0035. This shall include, as appropriate:

(A) Adoption of a long-term land use and transportation vision for the region;

(B) Identification of centers and other land use designations intended to implement the vision;

(C) Adoption of housing and employment allocations to centers and land use designations; and

(D) Adoption of implementing plans and zoning for designated centers and other land use designations.

(d) Local governments within metropolitan areas that are not in compliance with the requirements of this division to adopt or implement a standard to increase transportation choices or have not completed an integrated land use and transportation plan as required by this division shall review plan and land use regulation amendments and adopt findings that demonstrate that the proposed amendment supports implementation of the region's adopted vision, strategy, policies or plans to increase transportation choices and reduce reliance on the automobile.

(2) A plan or land use regulation amendment supports implementation of an adopted regional strategy, policy or plan for purposes of this section if it achieves the following as applicable:

(a) Implements the strategy or plan through adoption of specific plans or zoning that authorizes uses or densities that achieve desired land use patterns;

(b) Allows uses in designated centers or neighborhoods that accomplish the adopted regional vision, strategy, plan or policies; and

(c) Allows uses outside designated centers or neighborhood that either support or do not detract from implementation of desired development within nearby centers.

(3) For areas outside an MPO, cities and counties shall complete and adopt regional and local TSPs and implementing measures by May 8, 1997.

(4) By November 8, 1993, affected cities and counties shall, for non-MPO urban areas of 25,000 or more, adopt land use and subdivision ordinances or amendments required by OAR 660-012-0045(3),

(4)(a)–(f) and (5)(d). By May 8, 1994 affected cities and counties within MPO areas shall adopt land use and subdivision ordinances or amendments required by 660-012-0045(3), (4)(a)–(e) and (5)(e).

Affected cities and counties which do not have acknowledged ordinances addressing the requirements of this section by the deadlines listed above shall apply 660-012-0045(3), (4)(a)–(g) and (5)(e) directly to all land use decisions and all limited land use decisions.

(5)(a) Affected cities and counties that either:

(A) Have acknowledged plans and land use regulations that comply with this rule as of May 8, 1995, may continue to apply those acknowledged plans and land use regulations; or

(B) Have plan and land use regulations adopted to comply with this rule as of April 12, 1995, may continue to apply the provisions of this rule as they existed as of April 12, 1995, and may continue to pursue acknowledgment of the adopted plans and land use regulations under those same rule provisions provided such adopted plans and land use regulations are acknowledged by April 12, 1996. Affected cities and counties that qualify and make this election under this paragraph shall update

their plans and land use regulations to comply with the 1995 amendments to OAR 660-012-0045 as part of their transportation system plans.

(b) Affected cities and counties that do not have acknowledged plans and land use regulations as provided in subsection (a) of this section, shall apply relevant sections of this rule to land use decisions and limited land use decisions until land use regulations complying with this amended rule have been adopted.

(6) Cities and counties shall update their TSPs and implementing measures as necessary to comply with this division at each periodic review subsequent to initial compliance with this division. Local governments within metropolitan areas shall amend local transportation system plans to be consistent with an adopted regional transportation system plan within one year of the adoption of an updated regional transportation system plan or by a date specified in the adopted regional transportation system plan.

(7) The director may grant a whole or partial exemption from the requirements of this division to cities under 10,000 population and counties under 25,000 population, and for areas within a county within an urban growth boundary that contains a population less than 10,000. Eligible jurisdictions may request that the director approve an exemption from all or part of the requirements in this division. Exemptions shall be for a period determined by the director or until the jurisdiction's next periodic review, whichever is shorter.

(a) The director's decision to approve an exemption shall be based upon the following factors:

(A) Whether the existing and committed transportation system is generally adequate to meet likely transportation needs;

(B) Whether the new development or population growth is anticipated in the planning area over the next five years;

(C) Whether major new transportation facilities are proposed which would affect the planning areas;

(D) Whether deferral of planning requirements would conflict with accommodating state or regional transportation needs; and

(E) Consultation with the Oregon Department of Transportation on the need for transportation planning in the area, including measures needed to protect existing transportation facilities.

(b) The director's decision to grant an exemption under this section is appealable to the commission as provided in OAR 660-002-0020 (Delegation of Authority Rule)

(8) Portions of TSPs and implementing measures adopted as part of comprehensive plans prior to the responsible jurisdiction's periodic review shall be reviewed pursuant to OAR chapter 660, division 18, Post Acknowledgment Procedures.

Finding:

The proposed amendments, together with previously adopted and acknowledged ordinances (Ordinance #1354-13), is consistent with the applicable provisions of -0055. The proposed amendments are consistent with these requirements.

660-012-0060

Plan and Land Use Regulation Amendments

(1) If an amendment to a functional plan, an acknowledged comprehensive plan, or a land use regulation (including a zoning map) would significantly affect an existing or planned transportation facility, then the local government must put in place measures as provided in section (2) of this rule, unless the amendment is allowed under section (3), (9) or (10) of this rule. A plan or land use regulation amendment significantly affects a transportation facility if it would:

- (a) Change the functional classification of an existing or planned transportation facility (exclusive of correction of map errors in an adopted plan);**
- (b) Change standards implementing a functional classification system; or**
- (c) Result in any of the effects listed in paragraphs (A) through (C) of this subsection. If a local government is evaluating a performance standard based on projected levels of motor vehicle traffic, then the results must be based on projected conditions measured at the end of the planning period identified in the adopted TSP. As part of evaluating projected conditions, the amount of traffic projected to be generated within the area of the amendment may be reduced if the amendment includes an enforceable, ongoing requirement that would demonstrably limit traffic generation, including, but not limited to, transportation demand management. This reduction may diminish or completely eliminate the significant effect of the amendment.**
- (A) Types or levels of travel or access that are inconsistent with the functional classification of an existing or planned transportation facility;**
- (B) Degrade the performance of an existing or planned transportation facility such that it would not meet the performance standards identified in the TSP or comprehensive plan; or**
- (C) Degrade the performance of an existing or planned transportation facility that is otherwise projected to not meet the performance standards identified in the TSP or comprehensive plan.**
- (2) If a local government determines that there would be a significant effect, then the local government must ensure that allowed land uses are consistent with the performance standards of the facility measured or projected at the end of the planning period identified in the adopted TSP through one or a combination of the remedies listed in subsections (a) through (e) below, unless the amendment meets the balancing test in subsection (e) or qualifies for partial mitigation in section (11) of this rule. A local government using subsection (e), section (3), section (10) or section (11) to approve an amendment recognizes that additional motor vehicle traffic congestion may result and that other facility providers would not be expected to provide additional capacity for motor vehicles in response to this congestion.**
- (a) Adopting measures that demonstrate allowed land uses are consistent with the performance standards of the transportation facility.**
- (b) Amending the TSP or comprehensive plan to provide transportation facilities, improvements, or services adequate to support the proposed land uses consistent with the requirements of this division. Such amendments shall include a funding plan or mechanism consistent with section (4) or include an amendment to the transportation finance plan so that the facility, improvement, or service will be provided by the end of the planning period.**
- (c) Amending the TSP to modify the performance standards of the transportation facility.**
- (d) Providing other measures as a condition of development or through a development agreement or similar funding method, including, but not limited to, transportation system management measures or minor transportation improvements. Local governments shall, as part of the amendment, specify when measures or improvements provided pursuant to this subsection will be provided.**
- (e) Providing improvements that would benefit modes other than the significantly affected mode, improvements to facilities other than the significantly affected facility, or improvements at other locations, if:**
 - (A) The provider of the significantly affected facility provides a written statement that the system-wide benefits are sufficient to balance the significant effect, even though the improvements would not result in consistency for all performance standards;**
 - (B) The providers of facilities being improved at other locations provide written statements of approval; and**
 - (C) The local jurisdictions where facilities are being improved provide written statements of approval.**

(3) Notwithstanding sections (1) and (2) of this rule, a local government may approve an amendment that would significantly affect an existing transportation facility without ensuring that the allowed land uses are consistent with the performance standards of the facility where:

(a) In the absence of the amendment, planned transportation facilities, improvements, and services as set forth in section (4) of this rule would not be adequate to achieve consistency with the

performance standard for that facility by the end of the planning period identified in the adopted TSP;

(b) Development resulting from the amendment will, at a minimum, mitigate the impacts of the amendment in a manner that avoids further degradation to the performance of the facility by the time of the development through one or a combination of transportation improvements or measures;

(c) The amendment does not involve property located in an interchange area as defined in paragraph (4)(d)(C); and

(d) For affected state highways, ODOT provides a written statement that the proposed funding and timing for the identified mitigation improvements or measures are, at a minimum, sufficient to avoid further degradation to the performance of the affected state highway. However, if a local government provides the appropriate ODOT regional office with written notice of a proposed amendment in a manner that provides ODOT reasonable opportunity to submit a written statement into the record of the local government proceeding, and ODOT does not provide a written statement, then the local government may proceed with applying subsections (a) through (c) of this section.

(4) Determinations under sections (1)–(3) of this rule shall be coordinated with affected transportation facility and service providers and other affected local governments.

(a) In determining whether an amendment has a significant effect on an existing or planned transportation facility under subsection (1)(c) of this rule, local governments shall rely on existing transportation facilities and services and on the planned transportation facilities, improvements and services set forth in subsections (b) and (c) below.

(b) Outside of interstate interchange areas, the following are considered planned facilities, improvements, and services:

(A) Transportation facilities, improvements or services that are funded for construction or implementation in the Statewide Transportation Improvement Program or a locally or regionally adopted transportation improvement program or capital improvement plan or program of a transportation service provider.

(B) Transportation facilities, improvements or services that are authorized in a local transportation system plan and for which a funding plan or mechanism is in place or approved. These include, but are not limited to, transportation facilities, improvements, or services for which: transportation systems development charge revenues are being collected; a local improvement district or reimbursement district has been established or will be established prior to development; a development agreement has been adopted; or conditions of approval to fund the improvement have been adopted.

(C) Transportation facilities, improvements, or services in a metropolitan planning organization (MPO) area that are part of the area's federally-approved, financially constrained regional transportation system plan.

(D) Improvements to state highways that are included as planned improvements in a regional or local transportation system plan or comprehensive plan when ODOT provides a written statement that the improvements are reasonably likely to be provided by the end of the planning period.

(E) Improvements to regional and local roads, streets or other transportation facilities or services that are included as planned improvements in a regional or local transportation system plan or comprehensive plan when the local government(s) or transportation service provider(s) responsible for the facility, improvement or service provides a written statement that the facility, improvement, or service is reasonably likely to be provided by the end of the planning period.

(c) Within interstate interchange areas, the improvements included in paragraphs (b)(A)–(C) are considered planned facilities, improvements, and services, except where:

(A) ODOT provides a written statement that the proposed funding and timing of mitigation measures are sufficient to avoid a significant adverse impact on the Interstate Highway system, then local governments may also rely on the improvements identified in paragraphs (b)(D) and (E) of this section; or

(B) There is an adopted interchange area management plan, then local governments may also rely on the improvements identified in that plan and which are also identified in paragraphs (b)(D) and (E) of this section.

(d) As used in this section and section (3):

(A) Planned interchange means new interchanges and relocation of existing interchanges that are authorized in an adopted transportation system plan or comprehensive plan;

(B) Interstate highway means Interstates 5, 82, 84, 105, 205, and 405; and

(C) Interstate interchange area means:

(i) Property within one-quarter mile of the ramp terminal intersection of an existing or planned interchange on an Interstate Highway; or

(ii) The interchange area as defined in the Interchange Area Management Plan adopted as an amendment to the Oregon Highway Plan.

(e) For purposes of this section, a written statement provided pursuant to paragraphs (b)(D), (b)(E) or (c)(A) provided by ODOT, a local government or transportation facility provider, as appropriate, shall be conclusive in determining whether a transportation facility, improvement, or service is a planned transportation facility, improvement, or service. In the absence of a written statement, a local government can only rely upon planned transportation facilities, improvements, and services identified in paragraphs (b)(A)–(C) to determine whether there is a significant effect that requires application of the remedies in section (2).

(5) The presence of a transportation facility or improvement shall not be a basis for an exception to allow residential, commercial, institutional, or industrial development on rural lands under this division or OAR 660-004-0022 and 660-004-0028.

(6) If a local government is determining whether proposed land uses would affect or be consistent with planned transportation facilities as provided in sections (1) and (2) using a performance standard based on projected levels of motor vehicle traffic, then the local government shall give full credit for potential reduction in vehicle trips for uses located in mixed-use, pedestrian-friendly centers, and neighborhoods as provided in subsections (a)–(d);

(a) Absent adopted local standards or detailed information about the vehicle trip reduction benefits of mixed-use, pedestrian-friendly development, local governments shall assume that uses located within a mixed-use, pedestrian-friendly center, or neighborhood, will generate 10 percent fewer daily and peak hour trips than are specified in available published estimates, such as those provided by the Institute of Transportation Engineers (ITE) Trip Generation Manual that do not specifically account for the effects of mixed-use, pedestrian-friendly development. The 10 percent reduction allowed for by this subsection shall be available only if uses that rely solely on auto trips, such as gas stations, car washes, storage facilities, and motels are prohibited;

(b) Local governments shall use detailed or local information about the trip reduction benefits of mixed-use, pedestrian-friendly development where such information is available and presented to the local government. Local governments may, based on such information, allow reductions greater than the 10 percent reduction required in subsection (a);

(c) Where a local government assumes or estimates lower vehicle trip generation as provided in subsection (a) or (b), it shall ensure through conditions of approval, site plans, or approval standards

that subsequent development approvals support the development of a mixed-use, pedestrian-friendly center or neighborhood and provide for on-site bike and pedestrian connectivity and access to transit as provided for in OAR 660-012-0045(3) and (4). The provision of on-site bike and pedestrian connectivity and access to transit may be accomplished through application of acknowledged ordinance provisions which comply with OAR 660-012-0045(3) and (4) or through conditions of approval or findings adopted with the plan amendment that ensure compliance with these rule requirements at the time of development approval; and

(d) The purpose of this section is to provide an incentive for the designation and implementation of pedestrian-friendly, mixed-use centers and neighborhoods by lowering the regulatory barriers to plan amendments that accomplish this type of development. The actual trip reduction benefits of mixed-use, pedestrian-friendly development will vary from case to case and may be somewhat higher or lower than presumed pursuant to subsection (a). The commission concludes that this assumption is warranted given general information about the expected effects of mixed-use, pedestrian-friendly development and its intent to encourage changes to plans and development patterns. Nothing in this section is intended to affect the application of provisions in local plans or ordinances that provide for the calculation or assessment of systems development charges or in preparing conformity determinations required under the federal Clean Air Act.

(7) Amendments to acknowledged comprehensive plans and land use regulations that meet all of the criteria listed in subsections (a)–(c) shall include an amendment to the comprehensive plan, transportation system plan, the adoption of a local street plan, access management plan, future street plan, or other binding local transportation plan to provide for on-site alignment of streets or accessways with existing and planned arterial, collector, and local streets surrounding the site as necessary to implement the requirements in OAR 660-012-0020(2)(b) and 660-012-0045(3):

(a) The plan or land use regulation amendment results in designation of two or more acres of land for commercial use;

(b) The local government has not adopted a TSP or local street plan that complies with OAR 660-012-0020(2)(b) or, in the Portland Metropolitan Area, has not complied with Metro’s requirement for street connectivity as contained in Title 1, Section 3.08.110 of the Regional Transportation Functional Plan; and

(c) The proposed amendment would significantly affect a transportation facility as provided in section (1).

(8) A “mixed-use, pedestrian-friendly center or neighborhood” for the purposes of this rule, means:

(a) Any one of the following:

(A) An existing central business district or downtown;

(B) An area designated as a central city, regional center, town center, or main street in the Portland Metro 2040 Regional Growth Concept;

(C) An area designated in an acknowledged comprehensive plan as a transit-oriented development or a pedestrian district; or

(D) An area designated as a special transportation area as provided for in the Oregon Highway Plan.

(b) An area other than those listed in subsection (a) which includes or is planned to include the following characteristics:

(A) A concentration of a variety of land uses in a well-defined area, including the following:

(i) Medium to high density residential development (12 or more units per acre);

(ii) Offices or office buildings;

(iii) Retail stores and services;

(iv) Restaurants; and

(v) Public open space or private open space that is available for public use, such as a park or plaza.

- (B) Generally include civic or cultural uses;**
- (C) A core commercial area where multi-story buildings are permitted;**
- (D) Buildings and building entrances oriented to streets;**
- (E) Street connections and crossings that make the center safe and conveniently accessible from adjacent areas;**
- (F) A network of streets and, where appropriate, accessways and major driveways that make it attractive and highly convenient for people to walk between uses within the center or neighborhood, including streets and major driveways within the center with wide sidewalks and other features, including pedestrian-oriented street crossings, street trees, pedestrian-scale lighting and on-street parking;**
- (G) One or more transit stops (in urban areas with fixed route transit service); and**
- (H) Limit or do not allow low-intensity or land extensive uses, such as most industrial uses, automobile sales and services, and drive-through services.**
- (9) Notwithstanding section (1) of this rule, a local government may find that an amendment to a zoning map does not significantly affect an existing or planned transportation facility if all of the following requirements are met.**
 - [...]**
 - (10) Notwithstanding sections (1) and (2) of this rule, a local government may amend a functional plan, a comprehensive plan, or a land use regulation without applying performance standards related to motor vehicle traffic congestion (e.g. volume to capacity ratio or V/C), delay, or travel time if the amendment meets the requirements of subsection (a) of this section. This section does not exempt a proposed amendment from other transportation performance standards or policies that may apply including, but not limited to, safety for all modes, network connectivity for all modes (e.g. sidewalks, bicycle lanes) and accessibility for freight vehicles of a size and frequency required by the development.**
 - (a) A proposed amendment qualifies for this section if it:**
 - (A) Is a map or text amendment affecting only land entirely within a multimodal mixed-use area (MMA); and**
 - (B) Is consistent with the definition of an MMA and consistent with the function of the MMA as described in the findings designating the MMA.**
 - [...]**
 - (11) A local government may approve an amendment with partial mitigation as provided in section (2) of this rule if the amendment complies with subsection (a) of this section, the amendment meets the balancing test in subsection (b) of this section, and the local government coordinates as provided in subsection (c) of this section.**
 - (a) The amendment must meet paragraphs (A) and (B) of this subsection.**
 - (A) Create direct benefits in terms of industrial or traded-sector jobs created or retained by limiting uses to industrial or traded-sector industries.**
 - (B) Not allow retail uses, except limited retail incidental to industrial or traded sector development, not to exceed five percent of the net developable area.**
 - (C) For the purpose of this section:**
 - (i) “Industrial” means employment activities generating income from the production, handling, or distribution of goods including, but not limited to, manufacturing, assembly, fabrication, processing, storage, logistics, warehousing, importation, distribution and transshipment, and research and development.**
 - (ii) “Traded-sector” means industries in which member firms sell their goods or services into markets for which national or international competition exists.**

(b) A local government may accept partial mitigation only if the local government determines that the benefits outweigh the negative effects on local transportation facilities and the local government receives from the provider of any transportation facility that would be significantly affected written concurrence that the benefits outweigh the negative effects on their transportation facilities. If the amendment significantly affects a state highway, then ODOT must coordinate with the Oregon Business Development Department regarding the economic and job creation benefits of the proposed amendment as defined in subsection (a) of this section. The requirement to obtain concurrence from a provider is satisfied if the local government provides notice as required by subsection (c) of this section and the provider does not respond in writing (either concurring or non-concurring) within 45 days.

(c) A local government that proposes to use this section must coordinate with Oregon Business Development Department, Department of Land Conservation and Development, area commission on transportation, metropolitan planning organization, and transportation providers and local governments directly impacted by the proposal to allow opportunities for comments on whether the proposed amendment meets the definition of economic development, how it would affect transportation facilities and the adequacy of proposed mitigation. Informal consultation is encouraged throughout the process starting with pre-application meetings. Coordination has the meaning given in ORS 197.015 and Goal 2 and must include notice at least 45 days before the first evidentiary hearing. Notice must include the following:

(A) Proposed amendment.

(B) Proposed mitigating actions from section (2) of this rule.

(C) Analysis and projections of the extent to which the proposed amendment in combination with proposed mitigating actions would fall short of being consistent with the performance standards of transportation facilities.

(D) Findings showing how the proposed amendment meets the requirements of subsection (a) of this section.

(E) Findings showing that the benefits of the proposed amendment outweigh the negative effects on transportation facilities.

Finding:

The proposed 2045 TSP amendments, together with previously adopted and acknowledged ordinances (Ordinance #1354-13), fully implement all of the applicable provisions of -0060 as detailed in the following findings of fact:

- *Map 8-1 Functional Classification and Traffic Signal Plan has amended the functional classification of existing or planned transportation facilities based on usage, traffic volumes, and traffic speeds of that roadway. A new classification was created for neighborhood routes and several roadways received a functional class update.*
- *Figures 74A-G cross sections have been amended to support an inclusive transportation network for all users of all abilities.*
- *The proposed amendments adopt transportation facilities to support the proposed urban land uses as discussed in -0060(2)(b).*
- *As discussed under -0040 above, the transportation facilities identified in the proposed amendments are considered to be financially feasible and are included in the financially constrained 2023 Regional Transportation Plan.*
- *The improvements identified in the 2045 TSP amendments are adequate to address the future demand on the transportation system.*

- *The process of coordinated TSP amendments with land use planning is consistent with all of the requirements of -0060.*
- *The proposal does not include amendments to zoning or amendments that are limited to a multimodal mixed-use area.*

The proposed amendments are consistent with these requirements.

660-012-0065

Transportation Improvements on Rural Lands

(1) This rule identifies transportation facilities, services and improvements which may be permitted on rural lands consistent with Goals 3, 4, 11, and 14 without a goal exception.

[...]

Finding:

The proposed amendments do not propose any new roadways, services, or improvements on lands located outside the UGB. These requirements are not applicable.

660-012-0070

Exceptions for Transportation Improvements on Rural Land

(1) Transportation facilities and improvements which do not meet the requirements of OAR 660-012-0065 require an exception to be sited on rural lands.

[...]

Finding:

This subsection is not applicable to the proposed amendments, as no rural transportation improvements have been identified in this ordinance. These requirements are not applicable.

660-012-0100

Transportation System Plans in Metropolitan Areas

(1) Cities and counties shall develop and adopt a transportation system plan. Cities and counties shall develop a transportation system plan and amendments to that plan consistent with the provisions of OAR 660-012-0105 through OAR 660-012-0215. A transportation system plan includes the following elements:

- (a) The core transportation system plan elements as provided in section (2);**
 - (b) Funding projections as provided in OAR 660-012-0115;**
 - (c) A transportation options element as provided in OAR 660-012-0145;**
 - (d) An unconstrained project list as provided in OAR 660-012-0170;**
 - (e) A financially-constrained project list as provided in OAR 660-012-0180;**
 - (f) Any refinement plans adopted as provided in OAR 660-012-0190;**
 - (g) A pedestrian system element as provided in OAR 660-012-0500;**
 - (h) A bicycle system element as provided in OAR 660-012-0600;**
 - (i) A public transportation system element as provided in OAR 660-012-0700; and**
 - (j) A street and highway system element as provided in OAR 660-012-0800.**
- (2) A transportation system plan shall include the following core elements:**
- (a) The base and planning horizon years as provided in section (3) of this rule;**
 - (b) The land use assumptions as provided in OAR 660-012-0340;**
 - (c) A list of all elements of the plan, and the date of adoption or amendment of each;**

- (d) The coordinated land use and transportation system planning policies in the comprehensive plan;
 - (e) The local transportation system plan goals and policies;
 - (f) Areas with concentrations of underserved populations as provided in OAR 660-012-0125, identified using best available data;
 - (g) A record of the engagement, involvement, and decision-making processes used in development of the plan, as provided in OAR 660-012-0130;
 - (h) A major equity analysis as provided in OAR 660-012-0135 or an engagement-focused equity analysis as provided in OAR 660-012-0135 for urban areas under 5,000 in population; and
 - (i) The dates of each report made to the director as provided in OAR 660-012-0900, including all applicable city and county reports for the planning area.
- (3) Cities and counties shall determine the base and horizon years of a transportation system plan as follows:
- (a) The base year is the present or past year which is used for the development of plan elements. The base year shall be the year of adoption of a major update to the transportation system plan, or no earlier than five years prior.
 - (b) The horizon year is the future year for which the plan contains potential projects and shall be at least twenty years from the year of adoption of a major update to the transportation system plan.
- (4) The director may grant a whole or partial exemption from the requirements of this division to cities and counties with a population of less than 10,000 within the urban area. The director may also grant a whole or partial temporary exemption from the requirements of this division to jurisdictions of any size that are newly included in an existing metropolitan area or a newly designated metropolitan area. The director shall use the criteria and process as provided in OAR 660-012-0055(7) to decide to approve an exemption.
- (5) The development of a transportation system plan shall be coordinated with affected cities, counties, transportation facility owners, and transportation service providers, and transportation options providers.
- (6) Adoption or amendment of a transportation system plan shall constitute the land use decision regarding the function, mode, general location, and need for transportation facilities, services, and major improvements.
- (7) Adoption or amendment of a transportation system plan shall include findings of compliance with applicable statewide planning goals, acknowledged comprehensive plan policies, and land use regulations.
- (8) Cities and counties shall design transportation system plans to achieve transportation performance targets as provided in OAR 660-012-0910.
- (9) Metro shall adopt a regional transportation system plan provided in OAR 660-012-0140.
- (10) Cities and counties in the Portland Metropolitan Area shall additionally meet the requirements as provided in OAR 660-012-0140.

Finding:

The proposed amendments comply with all of the applicable requirements for the development and adoption of a TSP in a metropolitan area under this section of the TPR.

- *Baseline data was gathered in 2024 as provided in the Technical Appendix - Existing Conditions Inventory Technical Memorandum (Exhibit 4a).*
- *The horizon year was identified as 2045 in compliance with -0100(3).*
- *An exemption was not requested.*
- *The preparation of the TSP update was coordinated with ODOT, Metro, Washington County, Clackamas County, and the City of Wilsonville.*

- *The TSP and amendments are incorporated as part of City's Comprehensive Plan (Chapter 8).*
- *The TSP amendments are consistent with Metro's 2023 Regional Transportation Plan (RTP).*

The proposed amendments are consistent with these requirements, as addressed herein.

660-012-0105

Transportation System Plan Updates

- (1) Any amendment to a transportation system plan must be either a major update as provided in section (2), or a minor update, which is any update that is not a major update.**
- (2) A major update to a transportation system plan is any update that:**
- (a) Includes a change to the horizon year of the plan;**
 - (b) Is adopted after January 1 of the planning horizon year of the acknowledged plan; or**
 - (c) Adds a facility authorized as provided in OAR 660-012-0830.**
- (3) A city or county making a major update to a transportation system plan shall:**
- (a) Update the core transportation system plan elements provided in OAR 660-012-0100(2);**
 - (b) Include all other applicable transportation system plan elements provided in OAR 660-012-0100; and**
 - (c) Comply with the engagement requirements of OAR 660-012-0120.**
- (4) A city or county making a minor update to a transportation system plan shall, at a minimum:**
[...]

Finding:

The proposed amendments comply with all of the applicable requirements for a major update to a TSP under this section of the TPR.

- *The previously adopted TSP (Ordinance #1354-13) was acknowledged by the Department of Land Conservation and Development and found to be in compliance with the TPR.*
- *The proposed 2045 TSP is an update of the acknowledged TSP and includes a change to the horizon year.*
- *Updates to transportation elements are incorporated into the TSP (Chapter 4) and the Comprehensive Plan (Chapter 8).*

The proposed amendments are consistent with these requirements, as addressed herein.

660-012-0110

Transportation System Planning Area

- (1) The planning area for transportation system plans is the area within the acknowledged urban growth boundary. The unincorporated area within urban growth boundaries is the urbanizable area.**
- (2) Cities and counties are responsible for cooperatively developing transportation system plans within the urban area, including the urbanizable area. Cities and counties shall jointly determine and agree how transportation system planning will occur in the urbanizable area, including plan adoption.**
- (a) Cities may develop and adopt a single transportation system plan for the entire urban area;**
 - (b) A county may choose to develop and adopt a separate transportation system plan for areas in the urbanizable area; or**
 - (c) A city and county may jointly determine the geographic extent of each of their transportation system plans within the urban area.**
- (3) Counties planning for urban areas as provided in this rule, and associated cities, shall meet these requirements:**

(a) Both the city and county shall meet all applicable requirements of this division based on the population of the entire urban area, except where a population threshold in a rule specifically refers to the population of the urban unincorporated area.

(b) When a county develops a transportation system plan for a portion of the urban area within an urban growth boundary, both transportation system plans must have the same planning horizon year. This subsection does not apply in urban areas with more than one city or in the Portland Metropolitan Area.

(4) Counties shall plan areas outside urban growth boundaries as rural, regardless of location within a metropolitan area. Counties planning for unincorporated communities within a metropolitan area must meet requirements provided in OAR chapter 660, division 22.

Finding:

The proposed amendments comply with planning area requirements for a TSP under this section of the TPR.

- *The proposed amendments are for a single TSP limited to the Tualatin planning area, established under Metro's urban growth boundary.*
- *The preparation of the TSP update was coordinated with Washington and Clackamas Counties.*

The proposed amendments are consistent with these requirements.

660-012-0115

Funding Projections

(1) Cities and counties must include funding projections in the transportation system plan. Funding projections must include the list of funding sources and amount of funding available, as provided in this rule.

(2) The required list of funding sources must include all funding sources that the city or county expects to use over the planning period to operate, maintain, or construct the transportation system. These sources include, but are not limited to:

(a) Local, regional, state, and federal funding sources; and

(b) Sources expected from any transportation facility or service operator within the planning area.

(3) The list of funding sources shall include, for each source of funding identified:

(a) The expected funding over the remainder of the planning period;

(b) The purpose of the source of funding and any key limitations on the use of the funding; and

(c) Reasons that the funding source is expected to be available during the planning period. These reasons may include, but are not limited to, that the funding is provided by:

(A) Transportation facility pricing revenues, including parking revenues;

(B) Tax or bond revenues;

(C) Fees, charges, or other local revenues;

(D) Grants given using a formula or other regular disbursement;

(E) Regional funds from a Metropolitan Planning Organization; or

(F) A source that previously provided funds to the city or county and can reasonably be expected to provide more in the future.

(4) The city or county shall use the list of funding sources to determine the amount of funding expected to be available to develop transportation projects over the planning period. Funding to maintain and operate the transportation system, or used for purposes other than development of transportation projects, shall be excluded. The transportation system plan shall clearly describe the amounts that are included and excluded.

Finding:

Transportation infrastructure funding is reasonably assured, and the proposed amendments fully implement all of the applicable provisions of -0115 as detailed in the following findings of fact:

- *The proposed amendments identified a combination of funding sources, including federal, state, regional, and local funds, as documented in the 2045 TSP (Chapter 5).*
- *Table 12 of the TSP illustrates projected capital and operation and maintenance funding for Tualatin's transportation system from 2024 to 2045.*
- *Potential future funding sources are summarized in TSP Chapter 5 and include a combination of taxes, bonds, vehicle registration fees, and urban renewal contributions. It is also recommended that the city actively pursue federal and state grants.*
- *A detailed financial assessment is provided in the Technical Appendix – Tualatin TSP Financial Assessment Memorandum (Exhibit 4a).*

Therefore, the proposed amendments are considered to be financially constrained and consistent with these requirements.

660-012-0120

Transportation System Planning Engagement

(1) Cities and counties shall develop transportation system plans using methods of public engagement and decision making consistent with the statewide planning goals and the local acknowledged comprehensive plan.

(2) Public engagement and decision making shall follow the practices provided in OAR 660-012-0130 to place an increased emphasis on centering the voices of underserved populations identified in OAR 660-012-0125.

(3) Cities or counties engaged in an update of the transportation system plan as provided in OAR 660-012-0105, or an update of the future land use assumptions as provided in OAR 660-012-0340, shall make a special effort to ensure underserved populations, as identified in OAR 660-012-0125, are:

- (a) Informed about the choices that need to be made in the planning process;**
- (b) Given a meaningful opportunity to inform the planning process; and**
- (c) Given an equitable share of the decision-making power over key decisions, to the extent possible.**

Finding:

The 2045 TSP was developed using methods of public engagement required under this section of the TPR:

- *Chapter 2 of the TSP provides a detailed analysis of the project's public involvement methodologies that included the formation and participation a Community Advisory Committee (CAC) and Technical Advisory Group (TAG); in-person and virtual events that engaged residents, businesses, and visitors; and targeted outreach in the form of digital and printed advertisements.*
- *Compliance with the procedural elements for a Legislative Amendment was achieved under TDC 32.250. Public Noticing will be satisfied as required, and public comments received are included as Exhibit 5. The Planning Commission held a public meeting on June 18, 2025, and the City Council public hearing is scheduled on August 11, 2025. The proposed amendments conform to Goal 1.*

The proposed amendments are consistent with these requirements, as addressed herein.

660-012-0125

Underserved Populations

(1) Cities and counties shall prioritize community-led engagement and decision-making, with specific attention to the underserved populations listed in section (2) of this rule.

(2) Underserved populations deserve prioritized attention regarding transportation and land use planning due to historic and current marginalization. Underserved populations include, but are not limited to:

- (a) Black and African American people;**
- (b) Indigenous people (including Tribes, American Indian/Alaska Native and Hawaii Native);**
- (c) People of Color (including but not limited to Hispanic, Latina/o/x, Asian, Arabic or North African, Middle Eastern, Pacific Islander, and mixed-race or mixed-ethnicity populations);**
- (d) Immigrants, including undocumented immigrants and refugees;**
- (e) People with limited English proficiency;**
- (f) People with disabilities;**
- (g) People experiencing homelessness;**
- (h) Low-income and low-wealth community members;**
- (i) Low- and moderate-income renters and homeowners;**
- (j) Single parents;**
- (k) Lesbian, gay, bisexual, transgender, queer, intersex, asexual, or two-spirit community members;**
- and**
- (l) Youth and seniors.**

Finding:

As required under -0125, the 2045 TSP identified areas with concentrations of underserved populations as described in the Technical Appendix – Existing Conditions report (Exhibit 4a). Plan area demographics relied on the latest 2021 census data and identified concentrations of youth and seniors, people with disabilities, people of color, people with limited English proficiency, and households with no vehicles.

The proposed amendments are consistent with these requirements.

660-012-0130

Decision-Making with Underserved Populations

(1) Cities and counties shall, as a part of an involvement program required as provided in OAR 660-015-0000(1), center the voices of underserved populations in processes at all levels of decision-making under this division. Actions that may accomplish this include, but are not limited to:

- (a) Reporting regularly on progress made under this rule as provided by section (3);**
- (b) Conducting equity analyses as provided in OAR 660-012-0135;**
- (c) Considering the effect on underserved populations when developing plans, including land use plans and plans for public investment;**
- (d) Developing decision-making factors that recognize and work to reduce historic and current inequities; and,**
- (e) Engaging in additional outreach activities with underserved populations and in areas with concentrations of underserved populations. Such outreach activities should include activities in multiple languages and formats, and be accessible to:**
 - (A) People with disabilities,**
 - (B) People without internet access, and**

(C) People with limited transportation and child care options, and with schedule constraints around employment or other critical responsibilities.

(2) Cities and counties shall identify federally recognized sovereign tribes whose ancestral lands include the planning area. The city or county shall engage with affected tribes to notify them of coordinated land use and transportation planning activities and projects under this division.

(3) Cities and counties shall regularly assess and report on progress made under this rule by:

(a) Reporting to the department annually as provided in OAR 660-012-0900;

(b) Making regular reports to the planning commission and governing body of the city or county; and

(c) Making regular public reports to the community.

Finding:

As required under -0100, the 2045 TSP included an engagement plan that considered the needs of underserved populations such as youth, seniors, people living with disabilities, and people of color, as described in Technical Appendix – TSP Community Engagement Plan Memorandum (Exhibit 4a). The project also included a Latinx focus group held on August 21, 2024, and a BIPOC focus group held on August 22, 2024 (Exhibit 4a). Both groups were in support of TSP-identified projects and reiterated the importance of improving transit routes and reliability, as well as improving pedestrian safety.

The proposed amendments are consistent with these requirements.

660-012-0135

Equity Analysis

(1) Cities and counties shall determine whether the land use and transportation plans required in this division improve outcomes for underserved populations by using an equity analysis. An equity analysis is intended to determine benefits and burdens on underserved populations, as identified in OAR 660-012-0125.

(2) A city or county must engage in either a major equity analysis or an engagement-focused equity analysis as provided in this division, including in the following circumstances:

(a) A major equity analysis must be conducted when making a major update to a transportation system plan for an urban area of 5,000 in population or larger, as provided in OAR 660-012-0100(2).

[...]

(3) A city or county engaging in a major equity analysis shall conduct all the actions in the engagement-focused equity analysis in section (4). In addition, a city or county shall:

(a) Assess, document, acknowledge, and address where current and past land use, transportation, and housing policies and effects of climate change have harmed or are likely to harm underserved populations;

(b) Assess, document, acknowledge, and address where current and past racism in land use, transportation, and housing has harmed or is likely to harm underserved populations;

(c) Identify geographic areas with significantly disproportionate concentrations of underserved populations;

(d) Develop key performance measures as required in OAR 660-012-0905, or review existing performance measures, for key community outcomes as provided in subsection (4)(a) over time; and

(e) Use the best available data in conducting sections (a) through (d).

(4) A city or county conducting an engagement-focused equity analysis shall:

(a) Engage with members of underserved populations as identified in OAR 660-012-0125 to develop key community outcomes;

- (b) Gather, collect, and value qualitative and quantitative information, including lived experience, from the community on how the proposed change benefits or burdens underserved populations;**
- (c) Recognize where and how intersectional discrimination compounds disadvantages;**
- (d) Analyze the proposed changes for impacts and alignment with desired key community outcomes and key performance measures under OAR 660-012-0905;**
- (e) Adopt strategies to create greater equity or minimize negative consequences; and**
- (f) Report back and share the information learned from the analysis and unresolved issues with people engaged as provided in subsection (a).**

Finding:

As required under -0100, the 2045 TSP included a major equity analysis.

- *The TSP included extensive community engagement as described in Chapter 2 to understand the community's needs, desires, and values to incorporate into the TSP. Surveys conducted as part of the public engagement included a question on race and ethnicity. The City found that the makeup of survey respondents was generally consistent with the demographics of Tualatin, including underserved populations, as shown in Table 3 and Figure 8.*
- *An environmental justice analysis was included in Exhibit 4a, Technical Appendix: Existing Conditions Report. Census blocks with higher concentrations of underserved populations were identified in Figures 4-9.*

The proposed amendments are consistent with these requirements.

660-012-0140

Transportation System Planning in the Portland Metropolitan Area

(1) This rule applies to cities and counties in the Portland Metropolitan Area, and Metro. In the Portland Metropolitan Area, cities and counties shall develop and adopt local transportation system plans as provided in OAR 660-012-0100. Metro shall develop and adopt a regional transportation system plan as provided in this rule.

(2) Cities and counties shall amend comprehensive plans, land use regulations, and transportation system plans to be consistent with Metro's regional transportation system plan. Consistent means city and county comprehensive plans and implementing ordinances conform with the policies and projects in the regional transportation system plan. If Metro finds a local transportation system plan is consistent with the Regional Transportation Functional Plan, the transportation system plan shall be deemed consistent with the regional transportation system plan.

(3) Metro shall prepare, adopt, amend, and update a regional transportation system plan in coordination with the regional transportation plan required by federal law. Insofar as possible, the regional transportation system plan shall be accomplished through a single coordinated process that complies with the applicable requirements of federal law and this division.

[...]

(4) Notwithstanding any requirement in this division, Metro may adopt provisions into a regional functional plan that require cities and counties to meet an additional requirement for transportation system planning where Metro finds that the additional requirement is necessary to meet regional planning objectives and supports the purposes of this division.

(5) Notwithstanding requirements for transportation system plans provided in OAR 660-012-0100 through OAR 660-012-0110:

(a) Metro shall work cooperatively with cities and counties to determine responsibility for planning areas in the urbanizable area. Where a county has responsibility for a planning area, the county must meet the requirements as provided for counties in OAR 660-012-0110;

(b) Counties planning for unincorporated areas within the urban growth boundary shall meet all applicable requirements based on the population of the planning area;

(c) Counties and cities need not have the same planning horizon year; and

(d) Cities or counties may set the horizon year of a local transportation system plan to match the horizon year of the adopted regional transportation plan.

(6) Notwithstanding requirements for transportation system inventories as provided in OAR 660-012-0150, Metro shall prescribe inventory requirements in transportation system plans for cities and counties in a regional functional plan.

(7) Metro may propose alternative requirements in lieu of requirements provided in this division.

(a) The director shall review proposed alternative requirements to make a recommendation to the commission as to whether the proposed alternative requirements would meet the objectives of the original requirements and support the purposes of this division.

(b) The commission shall hold a hearing to review the proposed alternative requirements and the director's recommendation. If the commission finds that the proposed alternative requirements meet the objectives of the original requirements and support the purposes of this division, then the commission shall issue an order approving the proposed alternative requirements; otherwise, the commission shall remand the proposed alternative requirements to Metro with specific directions for changes needed to meet the objectives of the original requirement and support the purposes of this division.

(c) Upon approval by the commission, Metro may adopt the proposed alternative requirements into a regional functional plan. Upon adoption by Metro, cities and counties that comply with the alternative requirements of the regional functional plan are no longer required to meet the specific requirements of this division as described in the commission order.

Finding:

The City of Tualatin is located within the Portland Metropolitan area and has developed a major TSP update in compliance with -0100 and -0140. The proposed amendments, together with previously adopted and acknowledged ordinances (Ordinance #1354-13), is consistent with Metro's 2023 RTP.

- Map 10-4 identifies Tualatin's town center consistent with Metro's 2040 Growth Concept and 2023 Regional Transportation Plan.*
- Future forecasts were developed using the Washington County Travel Demand Model, which incorporates Metro's projections for regional land use growth through 2045, along with Metro's list of financially constrained transportation projects.*
- Some roadways within Tualatin are projected to see an increase in traffic volume over the next twenty years as the region grows and as travelers divert around I-5 congestion to cut through the City. The TSP evaluated projects to address this growth with targeted intersection treatments rather than wholesale road widening on local roads. A summary of the findings is presented in the Modal Plans section of the TSP (Chapter 4), with more detailed information available in Exhibit 4a Technical Appendix.*

The proposed amendments are consistent with these requirements.

660-012-0145

Transportation Options Planning

(1) The transportation system options element of a transportation system plan shall include:

- (a) The existing programs, services, and projects identified in section (2);**
- (b) The future transportation demand management needs identified in section (3) and the performance targets set as provided in OAR 660-012-0910; and**
- (c) A trip reduction strategy for large employers.**

(2) Cities and counties shall coordinate with transportation options providers, public transportation service providers, state agencies, and other cities and counties to identify existing transportation options and transportation demand management programs, services, and projects. These shall include, but are not limited to:

- (a) Education, encouragement, and other transportation demand management programs and services that focus on forms of transportation other than single-occupant vehicles;**
- (b) Transportation demand management programs and policies that discourage the use of single-occupancy vehicles; and**
- (c) Transportation options needs of underserved populations.**

(3) Cities and counties shall coordinate with transportation options providers, public transportation service providers, and other cities and counties to identify future transportation demand management needs. These shall include, but are not limited to:

- (a) Commute trip reduction consultation and promotion of programs such as the provision of transit passes and parking cash-out;**
- (b) Physical improvements such as carpool parking spaces and park and ride locations; and**
- (c) Regional solutions for intercity travel.**

Finding:

The proposed 2045 TSP fully implements all of the applicable provisions of -0145 as detailed in the following findings of fact:

- *Chapter 4 of the TSP describes the various transportation system option elements, including a Transportation Options Plan and the various TDM programs offered in the metropolitan area.*
- *The TSP identifies a strategy to implement flexible commute options across the region in response to future TDM performance targets. An emphasis is placed on areas with higher concentrations of historically marginalized and underserved populations.*
- *Identified TDM programs include the Westside Transportation Alliance, Employee Commute Options (ECO), community shuttle programs like Ride Connection, and Safe Routes to School.*

The proposed amendments are consistent with these requirements.

660-012-0150

Transportation System Inventories

(1) This rule applies to transportation inventories as provided in OAR 660-012-0505, OAR 660-012-0605, OAR 660-012-0705, and OAR 660-012-0805.

(2) Cities and counties shall coordinate with other publicly owned transportation facility and service providers, including, but not limited to state agencies, other cities and counties, and public transportation system operators to develop the transportation system inventory.

(3) Inventories shall include all publicly owned, operated, or supported transportation facilities and services within the planning area, regardless of ownership or maintenance responsibility. Inventories shall note ownership or maintenance responsibility for all facilities.

(4) Inventories shall clearly identify the following for each inventoried facility or service:

(a) Function, including the classification of the facility or service, its primary uses, and whether it primarily serves local, regional, pass-through, or freight traffic.

(b) Primary users of the facility, including whether users are primarily on foot, bicycle, transit, freight, or personal vehicle.

(c) Land use context for each segment of the facility, including determining what types of planned land uses surround the facility.

Finding:

The proposed 2045 TSP amendments, fully implements the applicable provisions of -0150:

- *The preparation of the TSP update was coordinated with ODOT, Metro, Trimet, Washington County, and Clackamas County.*
- *An inventory of the existing transportation system was created to provide a comprehensive view of transportation-related facilities and services within the Tualatin Urban Planning Area which are summarized in the Modal Plans section in Chapter 4.*
- *Exhibit 4a: Technical Appendix- Existing conditions Inventory Technical Memorandum identifies existing functional class in Figure 12, land use context in Figure 2, and road ownership in Figure 13.*
- *Financially constrained projects have been listed in Tables 11, 12, 13, and 14. The tables list project mode and lead agencies.*

The proposed amendments are consistent with these requirements, as addressed herein.

660-012-0155

Prioritization Framework

(1) Cities, counties, Metro, and state agencies shall use the framework in this rule for decision making regarding prioritization of transportation facilities and services. Cities, counties, Metro, and state agencies shall consider the following:

(a) Prioritization factors as provided in section (3);

(b) Classification of facilities or segments as provided in section (4);

(c) The planned land use context as provided in section (5); and

(d) Expected primary users as provided in section (6).

(2) Cities, counties, Metro, and state agencies may use local values determined through engagement as provided in OAR 660-012-0120 to weight various prioritized factors when making prioritization decisions as provided in this division.

(3) Cities, counties, Metro, and state agencies shall prioritize transportation facilities and services based on the following factors:

(a) Meeting greenhouse gas reduction targets, including:

(A) Reducing per-capita vehicle miles traveled to meet greenhouse gas reduction targets provided in OAR 660-044-0020 or OAR 660-044-0025;

(B) Supporting compact, pedestrian-friendly patterns of development in urban areas, particularly in climate-friendly areas;

(C) Reducing single-occupant vehicle travel as a share of overall travel; and

(D) Meeting performance targets set as provided in OAR 660-012-0910.

- (b) Improving equitable outcomes for underserved populations identified in OAR 660-012-0125;**
- (c) Improving safety, particularly reducing or eliminating fatalities and serious injuries;**
- (d) Improving access for people with disabilities;**
- (e) Improving access to destinations, particularly key destinations identified as provided in OAR 660-012-0360;**
- (f) Completing the multimodal transportation network, including filling gaps and making connections;**
- (g) Supporting the economies of the community, region, and state; and**
- (h) Other factors determined in the community.**
- (4) Cities, counties, Metro, and state agencies shall consider the functional classification of planned or existing transportation facilities or segments when making decisions about appropriate transportation facilities and services. Cities, counties, Metro, and state agencies may establish mode-specific functional classifications for each mode on any facility or segment that they own and operate.**
- (5) Cities, counties, Metro, and state agencies shall consider the planned land use context around an existing or planned transportation facility or segment when making decisions about appropriate transportation facilities and services.**
 - (a) Within climate-friendly areas, cities, counties, Metro, and state agencies shall prioritize pedestrian, bicycle, and public transportation facilities and services. Cities, counties, Metro, and state agencies shall ensure facilities are planned for these modes to experience safe, low stress, and comfortable travel for people of all ages and abilities within climate-friendly areas with minimal interference from motor vehicle traffic.**
 - (b) In areas with concentrations of underserved populations, cities, counties, Metro, and state agencies shall prioritize transportation projects addressing historic and current marginalization. Proposed transportation projects in these areas must work to rectify previous harms and prevent future harms from occurring. These areas may have suffered from disinvestment or harmful investments, including transportation system investments. Such harms include but are not limited to displacement, increased exposure to pollutants, destruction and division of neighborhoods, heat islands, and unsafe conditions for pedestrians, cyclists, transit users, and others.**
 - (6) Cities, counties, Metro, and state agencies shall consider the expected primary users of an existing or planned transportation facility or segment when making decisions about appropriate transportation facilities and services. In particular:**
 - (a) In areas near schools or other locations with expected concentrations of children, or areas with expected concentrations of older people or people with disabilities, cities, counties, Metro, and state agencies must prioritize safe, protected, and continuous pedestrian and bicycle networks connecting to key destinations, including transit stops.**
 - (b) In industrial areas, along routes accessing key freight terminals, and other areas where accommodations for freight are needed, cities, counties, Metro, and state agencies must consider the needs of freight users. Pedestrian, bicycle, and public transportation system connections must be provided in industrial areas at a level that provides safe access for workers.**

Finding:

The proposed 2045 TSP amendments, fully implements all of the applicable prioritization framework provisions of -0155:

- *A community engagement process (including the community at large, city staff, a Citizen Advisory Committee (CAC), and City Council) was used to identify TSP goals and policies that guide equitable development of the transportation network.*
- *The TSP goals served as the foundation for evaluating potential transportation projects under Goal 5 Policy 1. A set of evaluation criteria was developed to assess how effectively each project*

supports these goals. For each goal, four specific criteria were established, resulting in a total of 20 evaluation criteria considered for each project. Individual project ideas from the TSP project list were then evaluated using these criteria, which are detailed in Exhibit 4a: Technical Appendix.

- *The TSP goals and policies identified in Chapter 3, in sum, support improving equitable outcomes for underserved communities, improving access for people with disabilities, proactively managing roadway functional classifications, and consideration of adjacent land uses and modal users when designing transportation facilities.*
- *A separate proposal under PTA 25-0002 will adopt land use regulations to address 0330 CFEC walkable design standards. PTA 25-0002 is anticipated to be considered in October of 2025.*
- *Chapter 5 of the TSP includes an implementation plan in conformance with the Climate Smart Strategy to achieve a 2045 greenhouse gas (GHG) emissions target of a 30% reduction in GHG emissions relative to a 2005 base year based on per capita emissions, in compliance with Oregon Administrative Rule (OAR) 660-044-0020.*
- *While the Metro 2023 RTP provides a framework of metrics, under OAR 660-012-0910, the 2045 TSP establishes Tualatin's local performance measures that include methods, baseline current data, target goals, and a brief equity analysis as shown in Table 15 and Exhibit 4a: Technical Appendix.*

The proposed amendments are consistent with these requirements, as addressed herein.

660-012-0160

Reducing Vehicle Miles Traveled

(1) The following jurisdictions are exempt from the requirements of this rule:

- (a) Cities under 5,000 population;**
- (b) Counties under 5,000 population within urban growth boundaries but outside of incorporated cities; and**
- (c) Counties under 10,000 population within urban growth boundaries but outside of incorporated cities.**

(2) When a city or county, makes a major update to a transportation system plan as provided in OAR 660-012-0105, or Metro makes an update to a regional transportation plan as provided in OAR 660-012-0140, they shall use the following requirements to project vehicle miles traveled per capita for the planning period.

- (a) The city, county, or Metro must prepare a projection that estimates changes between vehicle miles traveled per capita from the base year and vehicle miles traveled per capita that would result from all projects on the financially-constrained project list prepared as provided in OAR 660-012-0180; and**
- (b) Projections of vehicle miles traveled per capita must incorporate the best available science on latent and induced travel of additional roadway capacity.**

(3) The projections prepared as provided in section (2) must be based on:

- (a) Land use and transportation policies in an acknowledged comprehensive plan and in the proposed transportation system plan;**
- (b) Local actions consistent with the adopted performance targets under OAR 660-012-0910, or OAR 660-044-0110; and**
- (c) Forecast land use patterns as provided in OAR 660-012-0340.**

(4) Cities and counties may only adopt a transportation system plan if the projected vehicle miles traveled per capita at the horizon year using the financially-constrained project list is lower than estimated vehicle miles traveled per capita in the base year scenario.

(5) A city or county is not required to meet the requirements in sections (2) through (4) of this rule if the city or county has selected a financially-constrained project list that does not contain any project that would require review as provided in OAR 660-012-0830(1).

(6) Metro shall adopt a regional transportation plan in which the projected vehicle miles traveled per capita at the horizon year using the financially-constrained project list is lower than the estimated vehicle miles traveled per capita at the base year by an amount that is consistent with the metropolitan greenhouse gas reduction targets in OAR 660-044-0020. Metro may rely on assumptions on future state and federal actions, including the following state-led actions that affect auto operating costs:

(a) State-led pricing policies, and energy prices; and

(b) Vehicle and fuel technology, including vehicle mix, vehicle fuel efficiency, fuel mix, and fuel carbon intensity.

Finding:

The 2045 TSP qualifies as a major update under -105. TSP Chapter 6 includes a financially-constrained project list that does not contain any project that would require review as provided in -830. As such, a VMT analysis was not conducted as part of the TSP update.

The proposed amendments are consistent with these requirements, as addressed herein.

660-012-0170

Unconstrained Project List

(1) Cities and counties shall create a combined project list by combining:

(a) The pedestrian project list developed as provided in OAR 660-012-0520;

(b) The bicycle project list developed as provided in OAR 660-012-0620;

(c) The public transportation project list developed as provided in OAR 660-012-0720; and

(d) The streets and highways project list developed as provided in OAR 660-012-0820.

(2) Cities and counties shall, to the extent practicable, combine proposed projects from multiple single-mode lists into a single multimodal project on the combined project list.

(3) Cities and counties shall develop an unconstrained project list by prioritizing the combined project list, including multimodal projects. Cities and counties need not include every project in the combined project list on the unconstrained project list. There is no limit to the number of projects that may be included on the unconstrained project list.

(4) Cities and counties shall develop a method of prioritizing projects on the unconstrained project list. Projects on the unconstrained project list may be ranked individually or in tiers. Unconstrained project lists ranked in tiers shall have enough tiers to clearly be able to determine the relative ranking of projects when making decisions. Cities and counties shall describe the method used to prioritize the unconstrained project list in the transportation system plan. Cities and counties must emphasize the following requirements when developing a method of prioritizing projects on the unconstrained project list:

(a) The project will help reduce vehicle miles traveled;

(b) The project burdens underserved populations less than and benefit as much as the city or county population as a whole; and

(c) The project will help achieve the performance targets set as provided in OAR 660-012-0910.

(5) Cities and counties shall develop planning-level cost estimates for the top ranked projects on the prioritized unconstrained project list as provided in section (4). The city or county shall make estimates for as many projects as the city or county reasonably believes could be funded in the

planning period. The city or county need not make cost estimates for every project on the unconstrained project list.

Finding:

The 2045 TSP includes an unconstrained project list that meets the provisions of -0170 in Exhibit 4a. Technical Appendix: Final Project List Development. In total, a 191 projects were identified. Projects were then prioritized using a total of 20 evaluation criteria that support the TSP goals, included in Exhibit 4a. Technical Appendix: Project Evaluation Framework.

The proposed amendments are consistent with these requirements.

660-012-0180

Financially-Constrained Project List

(1) Cities and counties shall include a financially-constrained project list in a transportation system plan. Cities and counties shall use the prioritized unconstrained project list developed as provided in OAR 660-012-0170 and the amount of funding available developed as provided in OAR 660-012-0115 to produce the financially-constrained project list.

(2) Cities, counties, Metro, and the state may only develop, fund, and construct projects on the financially-constrained project list.

(a) Cities and counties may only submit projects on the financially-constrained project list in their transportation system plan to the financially-constrained list of a federally-required regional transportation plan.

(b) Cities and counties may develop, fund, or construct a project on the unconstrained project list if:

(A) The project is required as a condition of land development;

(B) A property owner is providing financial or material contributions to the project; and

(C) The project would not require review as provided in OAR 660-012-0830.

(3) Cities and counties shall create a financially-constrained project list using the top available projects on the prioritized unconstrained project list and the planning-level cost estimates developed as provided in OAR 660-012-0170. The sum of the planning-level cost estimates for projects placed on the financially-constrained project list shall not exceed 125 percent of the funding available as identified in OAR 660-012-0115. Cities and counties shall select projects such that the resulting financially-constrained list would:

(a) Reduce per capita vehicle miles traveled, as provided in OAR 660-012-0160;

(b) Burden underserved populations less than and benefit underserved populations as much or more as the city or county population as a whole; and

(c) Make significant progress towards meeting the performance targets set for each performance measure as provided in OAR 660-012-0910 or OAR 660-044-0110.

(4) If the list of projects cannot meet each test in section (3), the city or county must adjust the project list to find the highest-ranking set of projects that can meet the criteria in section (3). This is the financially-constrained project list.

(5) Cities or counties making a major or minor amendment to the transportation system plan as provided in OAR 660-012-0105 which includes an update to any project list, shall update the financially-constrained project list as provided in this rule.

(6) Cities and counties shall prioritize the implementation of projects from the financially-constrained project list for their ability to reduce climate pollution and improve equitable outcomes using the criteria provided in section (3) of this rule.

Finding:

The proposed amendments fully implement all of the applicable provisions of -0180:

- *Transportation infrastructure funding is reasonably assured, and the proposed amendments identified a combination of funding sources, including federal, state, regional, and local funds as documented in the 2045 TSP (Chapter 5).*
- *Final project list development and scoring are included in Exhibit 4a: Technical Appendix.*
- *Financially-constrained projects are listed in Chapter 6— Tables 11 (Complete Streets Projects), 12 (Active Transportation Projects), and 13 (Transit Projects).*
- *The regional transportation facilities identified in the proposed amendments have been included in Metro's financially constrained 2023 Regional Transportation Plan.*

Therefore, the proposed amendments are considered to be financially constrained and consistent with these requirements.

660-012-0190

Transportation System Refinement Plans

(1) A city or county may, when adopting a major update to the transportation system plan as provided in OAR 660-012-0105, defer decisions regarding function, general location, and mode of a refinement plan if findings are adopted that:

- (a) Identify the transportation need for which decisions regarding function, general location, or mode are being deferred;**
- (b) Demonstrate why information required to make final determinations regarding function, general location, or mode cannot reasonably be made available within the time allowed for preparation of the transportation system plan;**
- (c) Explain how deferral does not invalidate the assumptions upon which the transportation system plan is based or preclude implementation of the remainder of the transportation system plan;**
- (d) Describe the nature of the findings that will be needed to resolve issues deferred to a refinement plan; and**
- (e) Set a deadline for adoption of a refinement plan.**

(2) Where a Corridor Environmental Impact Statement (EIS) is prepared pursuant to the requirements of the National Environmental Policy Act of 1969, the development of the refinement plan shall be coordinated with the preparation of the Corridor EIS. The refinement plan shall be adopted prior to the issuance of the Final EIS.

Finding:

The proposed amendments do not require a deferred decision regarding function, general location, or mode. This section of the TPR is not applicable.

660-012-0215

Transportation Performance Standards

(1) This rule applies to transportation performance standards that cities and counties use to review comprehensive plan and land use regulation amendments as provided in OAR 660-012-0060. If a city or county requires applicants to analyze transportation impacts as part of development review in acknowledged local land use regulations, then that review must include evaluation of the performance standards established under this rule. This rule applies to transportation performance standards that Metro uses to review functional plan amendments as provided in OAR 660-012-0060.

(2) Cities and counties shall adopt transportation performance standards. The transportation performance standards must support meeting the targets for performance measures set as provided in OAR 660-012-0910. The transportation performance standards must include these elements:

(a) Characteristics of the transportation system that will be measured, estimated, or projected, and the methods to calculate their performance;

(b) Thresholds to determine whether the measured, estimated, or projected performance meets the performance standard. Thresholds may vary by facility type, location, or other factors. Thresholds shall be set at the end of the planning period, time of development, or another time; and

(c) Findings for how the performance standard supports meeting the targets for performance measures set as provided in OAR 660-012-0910.

(3) Cities, counties, Metro, and state agencies shall adopt two or more transportation performance standards. Metro may adopt regional performance standards in a functional plan for use across regional and local plans. At least one of the transportation performance standards must support increasing transportation options and avoiding principal reliance on the automobile. The transportation system plan must clearly establish how to apply the multiple performance standards to a proposal that meets some, but not all, of the transportation performance standards. The transportation performance standards must evaluate at least two of the following objectives for the transportation system, for any or all modes of transportation:

(a) Reducing climate pollution;

(b) Equity;

(c) Safety;

(d) Network connectivity;

(e) Accessibility;

(f) Efficiency;

(g) Reliability; and

(h) Mobility.

Finding:

The proposed amendments, fully implement all of the applicable performance standard provisions of -0215:

- A community engagement process (including the community at large, city staff, a Citizen Advisory Committee (CAC), and City Council) was used to identify TSP goals and policies that guide equitable development of the transportation network.*
- The TSP goals served as the foundation for evaluating potential transportation projects under Goal 5 Policy 1. A set of evaluation criteria was developed to assess how effectively each project supports these goals. For each goal, four specific criteria were established, resulting in a total of 20 evaluation criteria considered for each project. Individual project ideas from the TSP project list were then evaluated using these criteria, which are detailed in Exhibit 4a: Technical Appendix.*
- The TSP goals and policies identified in Chapter 3, in sum, support improving equitable outcomes for underserved communities, improving access for people with disabilities, proactively managing roadway functional classifications, and include consideration of adjacent land uses and modal users when designing transportation facilities.*
- A separate proposal under PTA 25-0002 will adopt land use regulations to address 0330 CFEC walkable design standards. PTA 25-0002 will be considered in October of 2025.*
- Chapter 5 of the TSP includes an implementation plan in conformance with the Climate Smart Strategy to achieve a 2045 greenhouse gas (GHG) emissions target of a 30% reduction in GHG*

emissions relative to a 2005 base year based on per capita emissions, in compliance with Oregon Administrative Rule (OAR) 660-044-0020.

- *While the Metro 2023 RTP provides a framework of metrics, under OAR 660-012-0910, the 2045 TSP establishes Tualatin's local performance measures that include methods, baseline current data, target goals, and a brief equity analysis as shown in Table 15 and Exhibit 4a: Technical Appendix.*

The proposed amendments are consistent with these requirements

660-012-0300

Coordinated Land Use and Transportation System Planning

- (1) Cities and counties shall coordinate land use and transportation plans.**
- (2) Cities and counties shall, if applicable, adopt and implement climate-friendly areas as provided in OAR 660-012-0310.**
- (3) Cities and counties shall adopt and implement the applicable land use requirements as provided in OAR 660-012-0330.**
- (4) Cities and counties shall, in the development of transportation plans, use the land use assumptions developed as provided in OAR 660-012-0340.**
- (5) Cities and counties shall develop a list of key destinations, identified as provided in OAR 660-012-0360.**

Finding:

The proposed 2045 TSP and amendments coordinate land use and transportation plans as addressed below:

- *As Tualatin is located in the Portland Metropolitan area, -0310 does not apply.*
- *A separate proposal under PTA 25-0002 will adopt land use regulations to address 0330 CFEC walkable design standards. PTA 25-0002 will be considered in October of 2025.*

The proposed amendments are consistent with these requirements as addressed herein.

660-012-0325

Transportation Review in Climate-Friendly Areas and Centers

- (1) Cities or counties shall use the provisions of this rule to review amendments to comprehensive plans or land use regulations in lieu of the provisions of OAR 660-012-0060 when the amendment is:**
 - (a) To adopt a climate-friendly area as provided in OAR 660-012-0310 through OAR 660-012-0320, or a Metro Region 2040 center; or**
 - (b) Within an adopted climate-friendly area or Metro Region 2040 center.**
- (2) Cities and counties considering amendments to comprehensive plans or land use regulations to adopt or expand a climate-friendly area as provided in OAR 660-012-0310 through OAR 660-012-0320, or a Metro Region 2040 center, must make findings, including:**
 - (a) A multimodal transportation gap summary as provided in section (4); and**
 - (b) The multimodal transportation gap summary must include a highway impacts summary as provided in section (5) if the designated climate-friendly area as provided in OAR 660-012-0315 or Region 2040 center contains a ramp terminal intersection, state highway, interstate highway, or adopted ODOT Facility Plan.**

(3) Cities and counties considering amendments to comprehensive plans or land use regulations within an adopted climate-friendly area or Metro Region 2040 center must make findings including a highway impacts summary as provided in section (5) if:

(a) A city or county is reviewing a plan amendment that includes property in an adopted Interchange Area Management Plan, includes property within one-quarter mile of a ramp terminal intersection, or includes property within one-quarter mile of a state highway segment in an adopted ODOT Facility Plan area; or

(b) The city or county is reviewing a plan amendment that would be reasonably likely to result in increasing traffic on the state facility that exceeds the small increase in traffic defined in the Oregon Highway Plan adopted by the Oregon Transportation Commission.

(4) A multimodal transportation gap summary must be coordinated between the local jurisdiction, transportation facility providers, and transportation services providers to consider multimodal transportation needs in each climate-friendly area as provided in OAR 660-012-0320 or Region 2040 center. The multimodal transportation gap summary must include:

(a) A summary of the existing multimodal transportation network within the climate-friendly area;

(b) A summary of the gaps in the pedestrian and bicycle networks in the climate-friendly area, including gaps needed to be filled for people with disabilities, based on the summary of the existing multimodal transportation network;

(c) If applicable as provided in section (2), a highway impacts summary as provided in section (5); and

(d) A list of proposed projects to fill multimodal network gaps identified in subsection (b).

(5) A highway impacts summary must identify how the transportation system may be affected by implementation of the climate-friendly area. The highway impacts summary must include:

(a) A summary of changes between existing and proposed development capacity of the climate-friendly area based on the proposed changes to the comprehensive plan and land use regulations;

(b) A summary of the additional motor vehicle traffic generation that may be expected in the planning period, considering reductions for expected complementary mixed-use development, additional multimodal options, and assuming meeting goals for reductions in vehicle miles traveled per capita; and

(c) A summary of traffic-related deaths and serious injuries within the climate-friendly area in the past five years.

(6) Cities and counties considering amendments to comprehensive plans or land use regulations that affect areas both inside and outside an adopted climate-friendly area or Metro Region 2040 center may either:

(a) Make separate findings for areas inside the climate-friendly area or Metro Region 2040 center as provided in this rule, and findings for areas outside the climate-friendly area or Metro Region 2040 center as provided in OAR 660-012-0060; or

(b) Make findings for all affected areas as provided in OAR 660-012-0060.

(7) Cities and counties shall provide notice of proposed adoption of a multimodal transportation gap summary or a revised highway impacts summary to ODOT and other affected transportation facility or service providers prior to submitting notice as provided in OAR 660-018-0020.

Finding:

The proposed 2045 TSP and amendments fully implement transportation reviews in town centers under the applicable provisions of -0325:

- *Comprehensive Plan Map 10-4 identifies Tualatin's town center consistent with Metro's 2040 Growth Concept and 2023 Regional Transportation Plan.*
- *This analysis includes findings for all affect areas as provided in -0060.*

- *Notice of adoption will be provided to affected service providers as provided in -0020.*

The proposed amendments are consistent with these requirements as addressed herein.

660-012-0330

Land Use Requirements

(1) Cities and counties shall implement plans and land use regulations to support compact, pedestrian-friendly, mixed-use land use development patterns in urban areas. Land use development patterns must support access by people using pedestrian, bicycle, and public transportation networks.

[...]

Finding:

A separate proposal under PTA 25-0002 will adopt land use regulations to address 0330 CFEC walkable design standards. PTA 25-0002 will be considered in October of 2025.

660-012-0340

Land Use Assumptions

(1) Future land use assumptions developed under this rule are for the purposes of transportation planning. These land use assumptions are distinct from those used to plan for residential land needs as provided in ORS 197.296.

(2) A city, county, or Metro must develop and adopt future land use assumptions for transportation planning consistent with this rule when preparing a transportation system plan, or zoning a climate-friendly area or Region 2040 center as provided in OAR 660-012-0325.

(3) Future land use assumptions must be developed for future years, including but not limited to the planning horizon year of the transportation system plan, and a common horizon year for all jurisdictions within the metropolitan area.

(4) Future land use assumptions must be consistent with the most recent final population forecast as provided in OAR 660-032-0020 or OAR 660-032-0030, as applicable.

(5) Future land use assumptions for transportation planning must assume existing acknowledged comprehensive plan designations and policies, and existing land use regulations remaining in force throughout the planning period; except where these designations, policies, or regulations are superseded by statute or rule. Future land use assumptions must assume existing acknowledged urban growth boundaries throughout the planning period.

(6) Where applicable, future land use assumptions for transportation planning must allocate growth assumptions for employment and housing within climate-friendly areas as provided in OAR 660-012-0320 before allocating growth to other parts of the city or county.

(7) Future land use assumptions must be developed at a sufficient level of detail to understand where future development is expected.

Finding:

The 2045 TSP was informed by technical memoranda that document existing and future conditions, a roadway classification system, recommended improvements by mode, programmatic solutions to enhance existing facilities, and a general funding plan as required by Section -0020 of the TPR. The previously adopted TSP (Ordinance #1354-13), was acknowledged by the Department of Land Conservation and Development and found to be in compliance with the TPR. The 2045 TSP is an update of the acknowledged TSP. The proposed amendments include updates to:

- *Map 8-1: Functional Classification and Traffic Signal Plan*
- *Map 8-3: Local Street Plan*
- *Map 8-4: Bicycle and Pedestrian System*
- *Map 8-5: Transit Plan*
- *Map 8-6: Freight Routes*

Furthermore, the proposed amendments are consistent with Metro's Regional Transportation Plan (RTP) that was completed in 2023; and findings of compliance with the RTP are included herein. The needs analyses was based upon population and employment forecasts developed by Metro with local government participation. These same regional forecasts have been used to inform the RTP and to implement Metro's 2040 designations, which are part of the City's adopted and acknowledged Comprehensive Plan. This baseline analysis considered sociodemographic groups and identified areas where greater transportation needs reside (Chapter 3).

The proposed amendments are consistent with these requirements.

660-012-0360

Key Destinations

(1) Cities and counties shall use best available data to identify key destinations for purposes of coordinated land use and transportation planning. Key destinations are destinations described in this rule, as well as other destinations determined locally that are expected to attract a higher than average rate of pedestrian, bicycle, or transit trips.

(2) Key destinations may include, but are not limited to:

- (a) Climate-friendly areas;**
- (b) Pedestrian-oriented commercial areas outside of climate-friendly areas;**
- (c) Transit stations, stops, and terminals;**
- (d) Retail and service establishments, including grocery stores;**
- (e) Child care facilities, schools, and colleges;**
- (f) Parks, recreation centers, paths, trails, and open spaces;**
- (g) Farmers markets;**
- (h) Libraries, government offices, community centers, arts facilities, post offices, social service centers, and other civic destinations;**
- (i) Medical or dental clinics and hospitals;**
- (j) Major employers;**
- (k) Gyms and health clubs;**
- (l) Major sports or performance venues; and**
- (m) Other key destinations determined locally.**

Finding:

Key destinations are included in the 2045 TSP Chapter 4, Figure 6 Plan Area Map. Within the city of Tualatin, there are multiple key destinations, including the town center, civic destinations, emergency services, schools, hospitals, and community centers. The proposed amendments are consistent with these requirements.

660-012-0500

Pedestrian System Planning

(1) Transportation system plans must include a pedestrian system element that meets the requirements of this rule. For the purposes of this division, the pedestrian system is intended to serve people walking and those using mobility devices or other devices that operate at a similar speed and scale as people walking. The pedestrian system is intended to serve most short trips under one mile in cities.

(2) A pedestrian system element must include the following elements:

(a) The complete pedestrian system as described in section (3) of this rule that includes the full buildout of the pedestrian system within the urban growth boundary;

(b) Identification of gaps and deficiencies in the pedestrian system as described in section (4);

(c) Locations of key pedestrian destinations identified as provided in OAR 660-012-0360; and

(d) A list of prioritized pedestrian system projects developed as provided in OAR 660-012-0520.

(3) The complete pedestrian system is the full buildout of a complete pedestrian system within the planning area. A city or county determines the complete pedestrian system plan by:

(a) Using the pedestrian system inventory developed under OAR 660-012-0505 as a base;

(b) Adding the minimum pedestrian facilities to places that do not presently meet the minimum pedestrian system requirements in OAR 660-012-0510; and

(c) Adding enhanced facilities above the minimum pedestrian system requirements where the city or county finds that enhanced facilities are necessary or desirable to meet the goals of the jurisdiction's comprehensive plan.

(4) Cities and counties shall identify gaps and deficiencies in the pedestrian system by comparing the complete pedestrian system plan with the pedestrian system inventory developed under OAR 660-012-0505. Cities or counties must include any part of the complete pedestrian system not presently built to the standard in the complete pedestrian system plan as a gap or deficiency.

Finding:

The proposed 2045 TSP and amendments fully implement the pedestrian system planning under the applicable provisions of -0500:

- *Chapter 4 of the 2045 TSP contains a pedestrian system element.*
- *The complete active transportation system will be adopted into the Comprehensive Plan as Map 8-4.*

The proposed amendments are consistent with these requirements.

660-012-0505

Pedestrian System Inventory

(1) Pedestrian system inventories must include information on pedestrian facilities and street crossings for all areas within climate-friendly areas, within Metro Region 2040 centers, within one-quarter mile of all primary and secondary schools, and along all arterials and collectors. Pedestrian system inventories should include information on pedestrian facilities and street crossings for all areas within the planning area.

(a) Inventories of pedestrian facilities must include information on width and condition.

(b) Inventories of street crossings must include crossing distances, the type of crossing, closed crossings, curb ramps, and distance between crossings.

(2) Pedestrian system inventories must include the crash risk factors of inventoried pedestrian facilities, including but not limited to speed, volume, and roadway width. Pedestrian system

inventories must also include the location of all reported injuries and deaths of people walking or using a mobility device. This must include all reported incidents from the most recent five years of available data prior to the year of adoption of the pedestrian system inventory.

Finding:

The proposed 2045 TSP and amendments fully implement the pedestrian system inventory under the applicable provisions of -0505:

- *The existing pedestrian network within the Tualatin Planning Area is illustrated in TSP Chapter 4, Figure 7.*
- *The pedestrian system inventories evaluated levels of traffic stress as included in TSP Chapter 4, Figure 8.*
- *A detailed analysis of the pedestrian system inventory is included in Exhibit 4a, Technical Appendix: Existing Conditions Inventory Technical Memorandum. The inventory studied conditions and crossings, as reflected in Figures 21 and 22. Crash risk factors were also studied using collision data for 2017-2021, as reflected in Figure 32. There was one pedestrian fatality on Boones Ferry Road, near the Bridgeport Interchange.*

The proposed amendments are consistent with these requirements.

660-012-0510

Pedestrian System Requirements

(1) This rule describes the minimum planned pedestrian facilities that must be included in plans. Cities and counties may choose to exceed the requirements in this rule. Cities and counties may choose to apply pedestrian functional classifications to pedestrian facilities.

(2) Pedestrian facility owners must design, build, and maintain pedestrian facilities to allow comfortable travel for all people, including people with disabilities.

(3) All streets and highways, other than expressways, shall have pedestrian facilities, as provided in ORS 366.514.

(a) Pedestrian facilities must be planned for both sides of each street.

(b) Cities shall plan for enhanced pedestrian facilities such as wide, protected sidewalks and pedestrian zones, such as plazas, in the following contexts:

(A) Along high volume or high-speed streets;

(B) In climate-friendly areas and Metro Region 2040 centers;

(C) In areas with concentrations of underserved populations.

(c) A substantial portion of the right-of-way dedicated to transportation uses in climate-friendly areas and Metro Region 2040 centers must be dedicated to pedestrian uses, including but not limited to sidewalks, pedestrian plazas, and protective buffers.

(d) Cities shall plan for enhanced tree canopy and other infrastructure that uses natural and living materials in pedestrian spaces in climate-friendly areas, Metro Region 2040 centers, and areas with concentrations of underserved populations.

(4) Off-street multi-use paths must be designed to permit comfortable joint or separated use for people walking, using mobility devices, and cycling. Separated areas for higher speeds and low speeds shall be provided when there is high anticipated use of the path.

(5) Enhanced crossings are pedestrian facilities to cross streets or highways that provide a high level of safety and priority to people crossing the street. Enhanced crossings must have adequate nighttime illumination to see pedestrians from all vehicular approaches. Enhanced crossings must be provided, at minimum, in the following locations:

- (a) Closely spaced along arterial streets in climate-friendly areas and Metro Region 2040 centers;
 - (b) Near transit stops on local access priority arterial segments, or collector streets in a climate-friendly area or Metro Region 2040 center, or on a priority transit corridor;
 - (c) At off-street path crossings; and
 - (d) In areas with concentrations of underserved populations.
- (6) Cities may take exemptions to the requirements in this rule through findings in the transportation system plan, for each location where an exemption is desired, for the following reasons:
- (a) A city may plan for a pedestrian facility on one side of local streets in locations where topography or other barriers would make it difficult to build a pedestrian facility on the other side of the street, or where existing and planned land uses make it unnecessary to provide pedestrian access to the other side of the street. Street crossings must be provided near each end of sections where there is a pedestrian facility on only one side of the street.
 - (b) A city or county may plan for no dedicated pedestrian facilities on very slow speed local streets that are sufficiently narrow, and carry little or no vehicular traffic, so that pedestrians are the primary users of the street. (1) This rule describes the minimum planned pedestrian facilities that must be included in plans. Cities and counties may choose to exceed the requirements in this rule. Cities and counties may choose to apply pedestrian functional classifications to pedestrian facilities.

Finding:

The proposed 2045 TSP and amendments fully implement the pedestrian system requirements under the applicable provisions of -0510:

- Chapter 4 of the 2045 TSP contains a pedestrian system element.
- Comprehensive Plan Map 8-4 illustrates the complete active transportation system plan.
- A number of enhanced crossings are included on the Active Transportation Project List included in Chapter 6, Table 12.
- Street improvement standards, including sidewalks are addressed in TDC 74.420. Multi-use path standards are included in TDC 74.750.
- Cross sections require enhanced pedestrian facilities along downtown connectors and commercial locals. Planter strip widths vary between 5.5-8.5 feet.
- A Future Network Analysis memorandum is included in Exhibit 4a. Technical Appendix, which concludes that sidewalks or other pedestrian facilities will be provided on both sides of each street except under the following exemptions:
 - Where topography or other barriers would make it difficult to build a pedestrian facility on the other side of the street, or
 - Where existing and planned land uses make it unnecessary to provide pedestrian access to the other side of the street.

The proposed amendments are consistent with these requirements.

660-012-0520

Pedestrian System Projects

- (1) Cities and counties shall develop a list of pedestrian system projects that would address all the gaps and deficiencies in the pedestrian system identified by the city under OAR 660-012-0500(4).
- (2) Cities and counties shall develop pedestrian project prioritization factors that are able to sort the list of pedestrian system projects into a prioritized list of pedestrian system projects. Cities must develop pedestrian project prioritization factors by engaging underserved populations as provided in OAR 660-012-0130.

- (3) Cities and counties shall use the following factors when prioritizing pedestrian system projects:**
- (a) Pedestrian system investments in climate-friendly areas and Metro Region 2040 centers;**
 - (b) Pedestrian system investments in areas with concentrations of underserved populations;**
 - (c) Pedestrian system investments in areas with pedestrian safety risk factors such as roadways with high speeds and high traffic volumes;**
 - (d) Pedestrian system investments in areas with reported crashes involving pedestrian serious injuries and deaths;**
 - (e) Pedestrian system investments that provide access to key pedestrian destinations identified as provided in OAR 660-012-0360;**
 - (f) Pedestrian system investments that will connect to, fill gaps in, and expand the existing pedestrian network;**
 - (g) Pedestrian system investments that prioritize pedestrian travel consistent with the prioritization factors in OAR 660-012-0155; and**
 - (h) Where applicable, pedestrian system investments that implement a scenario plan approved by order as provided in OAR 660-044-0120.**
- (4) The transportation system plan must include a description of the prioritization factors and method of prioritizing pedestrian projects used to develop the prioritized list of pedestrian system projects.**

Finding:

The proposed 2045 TSP and amendments fully implement the pedestrian system projects under the applicable provisions of -0520:

- *A list of pedestrian system projects that addresses gaps and deficiencies is included in Exhibit 4a. Technical Appendix: Final Project List Development.*
- *Pedestrian project prioritization factors are included in Exhibit 4a. Technical Appendix, Project Evaluation Framework. Prioritization considered factors listed under (3). The TSP also identified pedestrian levels of stress in Chapter 4, Figure 8.*
- *Planned pedestrian projects including sidewalks and off-street trails are included in Chapter 4, Figure 9.*
- *Planned pedestrian projects are described in Chapter 6, Table 12.*
- *Investments that are consistent with scenario planning provided under OAR 660-044-0120 are included in Chapter 7, Table 15.*

The proposed amendments are consistent with these requirements.

660-012-0600

Bicycle System Planning

- (1) Transportation system plans must include a bicycle system element that meets the requirements of this rule. The bicycle system must be designed to provide safe and comfortable routes for a range of users and abilities. For the purposes of this division, the bicycle system is intended to serve people riding bicycles and other vehicles that operate at a similar speed and scale to people riding bicycles. These vehicles include, but are not limited to: electric bicycles, kick-style and electric scooters, and skateboards; and do not include motorcycles.**
- (2) A bicycle system element must include the following elements:**
- (a) The complete bicycle system as described in section (3) that includes the full buildout of the bicycle system within the urban growth boundary;**
 - (b) Identification of gaps and deficiencies in the bicycle system as described in section (4);**
 - (c) Locations of key bicycle destinations identified as provided in OAR 660-012-0360; and**

- (d) A list of prioritized bicycle system projects developed as provided in OAR 660-012-0620.**
- (3) The complete bicycle system is the full buildout of a complete bicycle system within the planning area. A city or county determines the complete bicycle system plan by:**
- (a) Using the bicycle system inventory developed under OAR 660-012-0605 as a base;**
- (b) Adding the minimum bicycle facilities to places that do not presently meet the minimum bicycle system requirements in OAR 660-012-0610; and**
- (c) Adding enhanced facilities above the minimum bicycle system requirements where the city or county finds that enhanced facilities are necessary or desirable to meet the goals of the jurisdiction's comprehensive plan.**
- (4) Cities and counties shall identify gaps and deficiencies in the bicycle system by comparing the complete bicycle system with the bicycle system inventory developed under OAR 660-012-0605. Cities must include any part of the complete bicycle system not presently built to the standard in the complete bicycle plan as a gap or deficiency.**

Finding:

The proposed amendments, fully implement all of the applicable provisions of -0600 as detailed in the following findings of fact:

- *Chapter 4 of the 2045 TSP contains a bicycle system element that accommodates all ages, skill levels, and methods of rolling.*
- *The complete active transportation system will be adopted into the Comprehensive Plan as Map 8-4.*

The proposed amendments are consistent with these requirements.

660-012-0605

Bicycle System Inventory

- (1) Bicycle system inventories must include information on bicycle lanes, bicycle routes, accessways, paths, and other types of bicycle facilities, including pedestrian facilities that may be used by bicycles. Inventories must include information on width, type, and condition.**
- (2) Bicycle system inventories must include information on bicycle facilities of all types within climate-friendly areas, within Metro Region 2040 centers, within one-quarter mile of all primary and secondary schools, on bicycle boulevards, and along all arterials and collectors. Bicycle system inventories should include information on bicycle facilities and street crossings for all areas within the planning area.**
- (3) Bicycle system inventories must include the crash risk factors of inventoried bicycle facilities, including but not limited to speed, volume, separation, and roadway width. Bicycle system inventories must also include the location of all reported injuries and deaths of people on bicycles. This must include all reported incidents from the most recent five years of available data prior to the year of adoption of the bicycle system inventory.**

Finding:

The proposed 2045 TSP and amendments fully implement the bicycle system inventory under the applicable provisions of -0605:

- *The existing bicycle network within the Tualatin Planning Area is included in TSP Chapter 4, Figure 10. This figure illustrates the various facilities used in the bicycle network, including bike lanes, buffered bike lanes, trails, and wide shoulders.*

- *The bicycle system inventories evaluated levels of traffic stress as included in TSP Chapter 4, Figure 11.*
- *A detailed analysis of the bicycle system inventory is included in Exhibit 4a, Technical Appendix: Existing Conditions Inventory Technical Memorandum. The inventory studied street crossings, as reflected in Figure 22. Crash risk factors were also studied using collision data for 2017-2021, as reflected in Figure 32. There were no reported bicycle fatalities.*

The proposed amendments are consistent with these requirements.

660-012-0610

Bicycle System Requirements

(1) This rule describes the minimum planned bicycle facilities that must be included in plans. Cities or counties may choose to exceed the requirements in this rule. Cities and counties may choose to apply bicycle functional classifications to bicycle facilities.

(2) Cities and counties shall plan for a connected network of bicycle facilities that provides a safe, low stress, direct, and comfortable experience for people of all ages and abilities. All ages and abilities includes:

- (a) School-age children;**
- (b) People over 65 years of age;**
- (c) Women;**
- (d) People of color;**
- (e) Low-income riders;**
- (f) People with disabilities;**
- (g) People moving goods, cargo, or other people; and**
- (h) People using shared mobility services.**

(3) A connected network is comprised of both the ability to access key destinations within a community and enough coverage of safe and comfortable facilities to ensure most people within the community can travel by bicycle.

(a) Cities and counties must design the connected network to connect to key destinations identified as provided in OAR 660-012-0360, and to and within each climate-friendly area or Metro Region 2040 center.

(b) Cities and counties must design the connected network to permit most residents of the planning area to access the connected network with an emphasis on mitigating uncomfortable or unsafe facilities or crossings.

(c) The connected network shall consist of connected bicycle facilities including, but not limited to, separated and protected bicycle facilities, bicycle boulevards, and multi-use or bicycle paths. The connected network must include a series of interconnected bicycle facilities and provide direct routes to key destinations. Cities and counties must design comfortable and convenient crossings of streets with high volumes of traffic or high-speed traffic.

(4) Cities and counties shall plan and design bicycle facilities considering the context of adjacent motor vehicle facilities and land uses.

(a) Cities and counties shall design bicycle facilities with higher levels of separation or protection along streets that have higher volumes or speeds of traffic.

(b) Cities and counties shall plan for separated or protected bicycle facilities on streets in climate-friendly areas, Metro Region 2040 Centers, and other places with a concentration of destinations.

Cities and counties are not required to plan separated or protected bicycle facilities on streets with

very low levels of motor vehicle traffic, with slow speeds of motor vehicles, or near a high-quality parallel bicycle facility on the connected network.

(c) Cities and counties shall identify locations with existing bicycle facilities along high traffic or high-speed streets where the existing facility is not protected or separated, or parallel facilities do not exist. Cities and counties shall plan for a transition to appropriate facilities in these locations.

(5) Cities and counties shall adopt standards for bicycle system planning and facilities that will result in a safe, low stress, and comfortable experience for people of all ages and abilities. In adopting standards, cities and counties may use one or more of the following:

(a) The Urban Bikeway Design Guide, second edition, published by the National Association of City Transportation Officials;

(b) Designing for All Ages & Abilities, December 2017, published by the National Association of City Transportation Officials; and

(c) For state facilities, The Blueprint for Urban Design, 2019, published by the Oregon Department of Transportation.

(6) Cities and counties shall use the transportation prioritization framework in OAR 660-012-0155 when making decisions about bicycle facilities.

Finding:

The proposed 2045 TSP and amendments fully implement the bicycle system requirements under the applicable provisions of -0610:

- *Chapter 4 of the 2045 TSP contains a bicycle system element that accommodates all ages, skill levels, and methods of rolling.*
- *Comprehensive Plan Map 8-4 illustrates the complete active transportation system plan.*
- *Key Destinations are illustrated in TSP Chapter 4, Figure 6.*
- *Cross sections require separated bike lanes in the form of multi-use paths for major/minor arterials.*
- *Bikeway and multi-use path standards are included in TDC 74.450.*

The proposed amendments are consistent with these requirements.

660-012-0620

Bicycle System Projects

(1) Cities and counties shall develop a list of bicycle system projects that would address all the gaps and deficiencies in the bicycle system identified by the city under OAR 660-012-0600(4).

(2) Cities and counties shall develop bicycle project prioritization factors that are able to sort the list of bicycle system projects into a prioritized list of bicycle system projects. Cities must develop bicycle project prioritization factors by engaging underserved populations as provided in OAR 660-012-0130.

(3) Cities and counties shall use the following factors when prioritizing bicycle system projects:

(a) Bicycle system investments in climate-friendly areas and Metro Region 2040 centers;

(b) Bicycle system investments in areas with concentrations of underserved populations;

(c) Bicycle system investments in areas with safety risk factors such as roadways with high speeds and high traffic volumes;

(d) Bicycle system investments in areas with reported crashes involving serious injuries and deaths to people riding bicycles;

(e) Bicycle system investments that provide access to key bicycle destinations identified as provided in OAR 660-012-0360;

- (f) Bicycle system investments system investments that will connect to, fill gaps in, and expand the existing bicycle system network;**
- (g) Bicycle system investments that prioritize bicycle travel consistent with the prioritization factors in OAR 660-012-0155; and**
- (h) Where applicable, bicycle system investments that implement a scenario plan approved by order as provided in OAR 660-044-0120.**
- (4) The transportation system plan must include a description of the prioritization factors and method of prioritizing bicycle projects used to develop the prioritized list of bicycle system projects.**

Finding:

The proposed 2045 TSP and amendments fully implement the bicycle system projects under the applicable provisions of -0620:

- *A list of bicycle system projects that addresses gaps and deficiencies is included in Exhibit 4a. Technical Appendix: Final Project List Development.*
- *Bicycle project prioritization factors are included in Exhibit 4a. Technical Appendix, Project Evaluation Framework. Prioritization considered factors listed under (3) for projects.*
- *Planned bicycle projects are included in Chapter 4, Figure 12.*
- *Planned bicycle projects are described in Chapter 6, Table 12.*
- *Investments that are consistent with scenario planning provided under OAR 660-044-0120 are included in Chapter 7, Table 15.*

The proposed amendments are consistent with these requirements.

660-012-0700

Public Transportation System Planning

- (1) Transportation system plans must include a public transportation system element that meets the requirements of this rule. Cities and counties must work in close cooperation with transit service providers in order to complete the public transportation system element of the transportation system plan.**
 - (a) Cities and counties shall coordinate with public transportation service providers to develop the public transportation system element.**
 - (b) The public transportation system element must include elements of the public transportation system that are in the control of the city, county, and coordinating transportation facility owners.**
 - (c) The public transportation system element must identify elements of the public transportation system that the city or county will work with transit service providers to realize or improve, including transit priority corridors, transit supportive infrastructure, and stop amenities.**
 - (d) Cities and counties must coordinate with transit service providers to align the public transportation system element with Transit Development Plans, goals, and other strategic planning documents adopted by transit service providers to the extent practical.**
 - (e) Transportation system plans do not control public transportation elements exclusively controlled by transit service providers. These include funding or details of transit service provision, including timetables and routing.**
- (2) A public transportation system element must include the following elements:**
 - (a) The complete public transportation system as described in section (3) that includes the full buildout and provision of services of the public transportation system within the urban growth boundary;**

(b) Identification of gaps and deficiencies in the public transportation system as described in section (4);

(c) Locations of key public transportation destinations identified as provided in OAR 660-012-0360; and

(d) A list of prioritized public transportation system projects developed as provided in OAR 660-012-0720.

(3) The complete public transportation system is the full buildout of a complete public transportation system within the planning area. The city or county determines the complete public transportation system plan by:

(a) Using the public transportation system inventory developed under OAR 660-012-0705 as a base; and

(b) Adding the minimum public transportation services and facilities to places that do not presently meet the minimum public transportation system requirements in OAR 660-012-0710.

(4) Cities and counties shall identify gaps and deficiencies in the public transportation system by comparing the complete public transportation system with the public transportation system inventory developed under OAR 660-012-0705. Cities and counties must include any part of the complete public transportation system not presently built or operated to the standards in the complete public transportation system plan as a gap or deficiency. Cities and counties must identify gaps in the transit supportive facilities provided on priority transit corridors and other transit corridors identified as provided in OAR 660-012-0710. Transit supportive facilities include, but are not limited to:

(a) Stations, hubs, stops, shelters, signs, and ancillary features; and

(b) Transit priority infrastructure, including signals, queue jumps, and semi-exclusive or exclusive bus lanes or transitways.

The proposed 2045 TSP and amendments fully implement the public transportation system planning under the applicable provisions of -0700:

- *Chapter 4 of the 2045 TSP contains a transit system element. Tualatin coordinates with TriMet, SMART, and Ride Connection for transit service.*
- *The complete transit system will be adopted into the Comprehensive Plan as Map 8-5.*

The proposed amendments are consistent with these requirements.

660-012-0705

Public Transportation System Inventory

(1) The public transportation system inventory must include information on local and intercity transit services, including the location of routes, major stations, transit stops, transitways, transit lanes, transit priority signals, queue jumps, on-route charging, and other transit supportive facilities not otherwise inventoried. The inventory must document which services and facilities are accessible for people with disabilities based on the requirements in the Americans with Disabilities Act, or locally adopted higher standards.

(2) The public transportation system inventory must include the identification of existing service characteristics, including frequency and span of service for all services along identified transit priority corridors, serving key destinations, and serving major transit stations.

(3) Where local or intercity transit services travel outside of the planning area to other cities, the public transportation system inventory must include the identification of routes connecting to the

next nearest cities with a population exceeding 9,000, as well as key destinations and major stations these routes serve.

Finding:

The proposed 2045 TSP and amendments fully implement the public transportation system inventory under the applicable provisions of -0705:

- *The existing transit network is included in Exhibit 4a, Technical Appendix: Existing Conditions Inventory Technical Memorandum, Figure 18. Figure 19.*
- *Intercity service connects to Beaverton, Tigard, Sherwood, Wilsonville, Lake Oswego, and Portland.*

The proposed amendments are consistent with these requirements.

660-012-0710

Public Transportation System Requirements

(1) Cities and counties shall plan for a connected local transit network that serves key destinations identified as provided in OAR 660-012-0360, and can be accessed by housing and jobs within the planning area. Cities must identify transit corridors, including:

- (a) Priority transit corridors, which are transit corridors that are planned for the highest levels of regional transit service providing for a wide range of mobility needs; and**
- (b) Other transit corridors, which are planned to carry at least a moderate level of transit service providing for basic mobility needs.**

(2) Cities and counties shall plan for a range of transit supportive facilities along priority transit corridors and in other locations where transit priority is desired. Cities and counties shall:

- (a) Coordinate with transit service providers to determine transit priority infrastructure needed on priority transit routes for efficient transit service;**
- (b) Prioritize expedited access for transit vehicles to and from major stops, stations, and terminals; and**
- (c) Consider intercity transit access to stations or terminals.**

(3) Cities and counties shall plan for safe and accessible transit stops and stations.

(a) Along priority transit corridors and other locations where transit priority is desired, cities and counties shall coordinate with transit service providers on the construction of transit supportive facilities. Cities and counties shall allow transit service providers to construct amenities at stops outright, with limited permitting requirements. These amenities include but are not limited to: pedestrian facility repair and extension, signage, lighting, benches, and shelters.

(b) Cities and counties shall limit on-street parking at transit stop locations at the request of a transit service provider.

(4) Cities and counties shall coordinate with transit service providers to identify needs for intercity transit services at a level appropriate to the size of the urban area and the size and distance of intercity markets.

(5) Cities and counties shall coordinate with transit service providers to identify gaps in transit service provided in the transportation system plan, and gaps for each priority transit corridor and other transit corridors.

(6) Cities and counties with an urban area of less than 10,000 population need not plan for priority transit corridors.

Finding:

The proposed 2045 TSP and amendments fully implement the public transportation system requirements under the applicable provisions of -0710:

- The complete transit system is included in Chapter 4, Figure 14. Transit routes support the town center, regional commercial centers, schools, and industrial job centers, as well as provide access to nearby cities.*
- The list of prioritized transit projects is included in Chapter 6, Table 13. A number of projects include coordination with providers to expand lines to frequent service, identifying needed infrastructure for bus stops, and coordinating expansion of service to connect to Yamhill County, Salem, and Canby.*
- Comprehensive Plan Map 8-5 identifies major transit stops, and TDC Chapter 73A provides standards for transit stops.*

The proposed amendments are consistent with these requirements.

660-012-0720

Public Transportation System Projects

(1) Cities and counties shall develop a list of public transportation projects that would address all the gaps and deficiencies in the public transportation system identified by the city under OAR 660-012-0700(4).

(2) Cities and counties shall coordinate with transit service providers to identify the gaps in transit service provided in the transportation system plan and those identified in a land use and transportation scenario plan as provided in OAR 660-044-0110 or in the Statewide Transportation Strategy as adopted by the Oregon Transportation Commission, including the gap in transit miles per capita, and gaps for each priority transit corridor and other transit corridors. The purpose of identifying these gaps is to illustrate the need for transit service operating funds for services operated within the planning area. The transportation system plan need not make provisions for funding operations of transit services directly.

(3) Cities and counties shall develop public transportation system project prioritization factors that are able to sort the list of public transportation system projects into a prioritized list of public transportation system projects. Cities must develop public transportation project prioritization factors by engaging underserved populations as provided in OAR 660-012-0130.

(4) Cities and counties shall use the following factors when prioritizing public transportation system projects:

(a) Public transportation system investments in climate-friendly areas and Metro Region 2040 centers;

(b) Public transportation system investments in areas with concentrations of underserved populations, particularly in areas with concentrations of people dependent on public transportation;

(c) Public transportation system investments that provide access to key public transportation destinations identified as provided in OAR 660-012-0360;

(d) Public transportation system investments that will connect to, fill gaps in, and expand the existing public transportation network;

(e) Public transportation system investments that prioritize transit travel consistent with the prioritization factors in OAR 660-012-0155; and

(f) Where applicable, public transportation system investments that implement a scenario plan approved by order as provided in OAR 660-044-0120.

(5) The transportation system plan must include a description of the prioritization factors and method of prioritizing public transportation projects used to develop the prioritized list of public transportation projects.

Finding:

The proposed 2045 TSP and amendments fully implement the public transportation system projects under the applicable provisions of -0720:

- *A list of public transportation system projects that address gaps and deficiencies is included in Exhibit 4a. Technical Appendix: Final Project List Development.*
- *Transit project prioritization factors are included in Exhibit 4a. Technical Appendix, Project Evaluation Framework. Prioritization considered factors listed under Section (3) for projects.*
- *Investments that are consistent with scenario planning provided under OAR 660-044-0120 are included in Chapter 7, Table 15.*

The proposed amendments are consistent with these requirements.

660-012-0800

Street and Highway System Planning

(1) Transportation system plans must include a street and highway system element that meet the requirements of this rule.

(2) A street and highway system element must include the following elements:

(a) The complete street and highway system as described in section (3) that includes the full buildout of the street and highway system within the urban growth boundary.

(b) Identification of gaps or deficiencies in the street and highway system as described in section (4);

(c) Locations of key destinations identified as provided in OAR 660-012-0360; and

(d) A list of prioritized street and highway system projects developed as provided in OAR 660-012-0820.

(3) The complete street and highway system is the full buildout of a complete street and highway system within the planning area. A city determines the ultimate street and highway system plan by:

(a) Using the street and highway system inventory developed under OAR 660-012-0805 as a base;

(b) Adding the minimum street and highway facilities to places that do not presently meet the minimum street and highway system requirements in OAR 660-012-0810; and

(c) Accommodating the reallocation of right of way on facilities where this is deemed necessary as provided in this division.

(4) Cities and counties shall identify gaps and deficiencies in the street and highway system by comparing the complete street and highway system with the street and highway system inventory developed under OAR 660-012-0805. Cities must include any part of the complete street and highway system not presently built to the standard in the ultimate street and highway plan as a gap or deficiency.

Finding:

The proposed 2045 TSP and amendments fully implement the street and highway system planning under the applicable provisions of -0800:

- *Chapter 4 of the 2045 TSP contains a vehicle plan element. Tualatin collaborates with ODOT, Washington County, and Clackamas County to manage the street network.*
- *The complete roadway system will be adopted into the Comprehensive Plan as Map 8-1.*

The proposed amendments are consistent with these requirements.

660-012-0805

Street and Highway System Inventory

(1) Street and highway system inventories must include information on all streets and highways, including the functional classification of each facility.

(a) For local streets, inventories must include location.

(b) For collector streets, inventories must include location, condition, and number of general-purpose travel lanes, and turn lanes.

(c) For arterial streets, inventories must include location, condition, and number of general-purpose travel lanes, turn lanes, and lane width.

(d) For expressways and other limited-access highways, inventories must include location, condition, number of general-purpose travel lanes, and lane width. Inventories must also include locations and type of interchanges.

(2) Street and highway system inventories must include the location of all reported serious injuries and deaths of people related to vehicular crashes. This must include all reported incidents from the most recent five years of available data prior to the year of adoption of the street and highway system inventory.

(3) Street and highway system inventories must include an overview of pricing strategies in use, including specific facility pricing, area or cordon pricing, and parking pricing. Inventories must include pricing mechanisms and rates.

(4) Street and highway system inventories must include the location of designated freight routes, and the location of all key freight terminals within the planning area, including intermodal terminals.

Finding:

The proposed 2045 TSP and amendments fully implement the street and highway system inventories under the applicable provisions of -0805:

- *The existing street and highway system network is included in Exhibit 4a, Technical Appendix: Existing Conditions Inventory Technical Memorandum.*
 - *Roadway functional classifications are included in Figure 12.*
 - *Number of travel lanes are included in Figure 14.*
 - *Collision density is included in Figure 31, which shows locations of serious injury. There were no fatal injuries related to vehicular crashes recorded during the five-year study period.*
 - *There are no pricing strategies in use, including tolling or parking.*
 - *Freight routes are included in Figure 27.*

The proposed amendments are consistent with these requirements.

660-012-0810

Street and Highway System Requirements

(1) Cities and counties shall plan, design, build, and maintain a connected streets and highway network in a manner that respects the prioritization factors in OAR 660-012-0155.

(a) Cities and counties shall plan streets and highways for the minimum size necessary for the identified function, land use context, and expected users of the facility.

(b) Cities and counties shall consider and reduce excessive standards for local streets and accessways in order to reduce the cost of construction, increase safety, provide for more efficient use of urban land, provide for emergency vehicle access while discouraging inappropriate traffic volumes and

speeds, provide for utility placement, and support connected and safe pedestrian and bicycle networks.

(c) Cities and counties shall plan for an equitable allocation of right-of-way consistent with the prioritization factors as provided in OAR 660-012-0155. Streets in climate-friendly areas, Metro Region 2040 centers, and along priority transit corridors must be designed to prioritize pedestrian, bicycle, and transit systems, as provided in OAR 660-012-0510, OAR 660-012-0610, and OAR 660-012-0710.

(2) Cities and counties shall plan local streets to provide local access to property and localized circulation within neighborhoods.

(a) Cities and counties shall plan and design local streets for low and safe travel speeds compatible with shared pedestrian and bicycle use.

(b) Cities and counties shall establish standards for local streets with pavement width and right-of-way width as narrow as practical to meet needs, reduce the cost of construction, efficiently use urban land, discourage inappropriate traffic volumes and speeds, improve safety, and accommodate convenient pedestrian and bicycle circulation. Local street standards adopted by a city or county must be developed as provided in ORS 368.039. A local street standard where the paved width is no more than 28 feet on streets where on-street parking is permitted on both sides of the street shall be considered adequate to meet this requirement. Wider standards may be adopted if the local government makes findings that the wider standard is necessary.

(c) Cities and counties shall plan and design a complete and connected network of local streets. Cities and counties may plan for chicanes, diverters, or other strategies or devices in local street networks where needed to prevent excessive speed or through travel. These measures must continue to provide for connected and pedestrian and bicycle networks.

(d) Cities and counties shall avoid planning or designing local streets with a dead end. Dead end local streets may be permitted in locations with topographic or other barriers, or where the street is planned to continue to a connected network in the future.

(e) Cities and counties shall plan for multimodal travel on local streets as provided in OAR 660-012-0510, OAR 660-012-0610, and OAR 660-012-0710. Cities and counties must plan local streets in climate-friendly areas and Metro Region 2040 centers to prioritize pedestrian and bicycle systems, and be limited to local access for motor vehicles.

(f) A city or county may plan for local streets to be wider than otherwise allowed in this rule when used exclusively for access to industrial or commercial properties outside of climate-friendly areas or Metro Region 2040 centers, and where plans do not allow residential or mixed-use development.

(g) Transportation system plans need not include the specific location of all planned local streets but must describe areas where they will be necessary.

(3) Cities and counties shall plan collector streets to provide access to property and collect and distribute traffic between local streets and arterials. Cities and counties must plan and design a collector street network that is complete and connected with local streets and arterials.

(a) Cities and counties must plan for multimodal travel on collector streets as provided in OAR 660-012-0510, OAR 660-012-0610, and OAR 660-012-0710.

(b) Cities and counties must plan collectors in climate-friendly areas and Metro Region 2040 centers to prioritize pedestrian, bicycle, and public transportation systems.

(4) Cities and counties shall plan arterial streets and highways to provide travel between neighborhoods and across urban areas. Cities and counties must plan an arterial street network that is complete and connected with local streets and collectors.

(a) Cities and counties shall designate each segment of an arterial as one of the three categories below in the transportation system plan. These designations must be made considering the intended function, the land use context, and the expected users of the facility. Cities and counties must address

these considerations to ensure local plans include different street standards for each category of arterial segment.

(A) Cities and counties shall plan for local access priority arterial segments to prioritize access to property and connected streets when balancing needs on the facility. Local access priority arterial segments will generally allow for more access locations from property, more opportunities to make turns, more frequent intersections with other streets, and slower speeds.

(B) Cities and counties shall plan for through movement priority arterial segments to prioritize through movement of traffic when balancing needs on the facility. Through movement priority arterial segments will generally prioritize access limited to intersections with the street network, limited access to individual properties, and safe speeds.

(C) Cities and counties shall plan for arterial segments in a climate-friendly area to prioritize multimodal travel as provided in subsection (b). This includes prioritizing complete, connected, and safe pedestrian, bicycle, and public transportation facilities.

(b) Cities and counties shall plan for multimodal travel on or along arterial streets as provided in OAR 660-012-0510, OAR 660-012-0610, and OAR 660-012-0710.

(A) Cities and counties shall plan arterials in climate-friendly areas to prioritize pedestrian, bicycle, and public transportation systems.

(B) Cities and counties shall plan arterials along transit priority corridors to prioritize transit service reliability and frequency over general-purpose traffic.

(5) Cities and counties shall, as part of the transportation planning process, carefully consider new or expanded freeways considering goals for reductions in vehicle miles traveled per capita.

(a) Cities and counties shall consider high-occupancy vehicle lanes, including transit lanes, and managed priced lanes on freeways.

(b) Pedestrian and bicycle facilities should be parallel to freeways, rather than on them. Transit facilities on or along freeways should be designed for direct transit vehicle access.

(6) Notwithstanding other provisions of this rule, where appropriate, cities and counties shall plan and design streets and highways to accommodate:

(a) Transit vehicles on a segment of a priority transit corridor or transit corridor without dedicated transit lanes or transitway.

(b) Freight travel on designated freight routes and key freight terminals inventoried as provided in OAR 660-012-0805.

(c) Agricultural equipment on streets or highways connecting to agriculturally zoned land used for agricultural purposes where equipment access is necessary.

Finding:

The proposed 2045 TSP and amendments fully implement the street and highway system requirements under the applicable provisions of -0810:

- *Cross sections will be adopted into the Development Code as Figures 74-2a-g. Local street cross sections provide an option for a 34-foot-wide paved width with parking on both sides, a 28-foot-wide paved width with parking on one side, and for a 20-foot-wide paved width with an option to include parallel parking bays on either side. The City of Tualatin finds that this wider width is necessary to comply with TVF&R requirements for an unobstructed street of at least 20 feet in width in order to ensure fire apparatus access.*
- *TDC Chapter 74 provides a process for coordinated review of land use decisions affecting transportation facilities, corridors, and sites.*
- *No new or expanded freeway projects were included in the 2045 TSP.*

The proposed amendments are consistent with these requirements.

660-012-0820

Street and Highway Projects

- (1) Cities and counties shall develop a list of street and highway system projects that would address the gaps and deficiencies in the street and highway system.**
- (2) Cities and counties shall develop street and highway project prioritization factors that are able to sort the list of street and highway system projects into a prioritized list of street and highway system projects. Cities must develop street and highway project prioritization factors by engaging underserved populations as provided in OAR 660-012-0130.**
- (3) Cities and counties shall use the following factors when prioritizing street and highway system projects:**
 - (a) Street and highway investments that reallocate right-of-way from facilities dedicated to moving motor vehicles to those for use by the pedestrian, bicycle, and public transportation systems, particularly:**
 - (A) In climate-friendly areas and Metro Region 2040 centers;**
 - (B) In areas with concentrations of underserved populations; and**
 - (C) In areas with reported serious injuries and deaths.**
 - (b) Street and highway system investments that will fill gaps in the existing street network;**
 - (c) Street and highway system investments consistent with the prioritization factors in OAR 660-012-0155;**
 - (d) Street and highway system investments that will help meet the performance targets set as provided in OAR 660-012-0910; and**
 - (e) Street and highway system investments consistent with a scenario plan approved by order as provided in OAR 660-044-0120.**
- (4) The transportation system plan must include a description of the prioritization factors and method of prioritizing street and highway projects used to develop the prioritized list of street and highway system projects.**
- (5) Cities or counties choosing to include a proposed facility requiring authorization as provided in OAR 660-012-0830 in the transportation system plan must first meet the requirements provided in OAR 660-012-0830.**

Finding:

The proposed 2045 TSP and amendments fully implement the street and highway system projects under the applicable provisions of -0820:

- *A list of complete street projects that address gaps and deficiencies is included in Exhibit 4a. Technical Appendix: Final Project List Development.*
- *Street project prioritization factors are included in Exhibit 4a. Technical Appendix, Project Evaluation Framework. Prioritization considered factors listed under (3) for projects.*
- *Planned complete street projects are included in Chapter 6, Figure 17.*
- *Planned complete street projects are described in Chapter 6, Table 11.*
- *Investments that are consistent with scenario planning provided under OAR 660-044-0120 are included in Chapter 7, Table 15.*

The proposed amendments are consistent with these requirements.

660-012-0830

Enhanced Review of Select Roadway Projects

(1) Cities and counties shall review and may authorize certain proposed facilities to be included as a planned project or unconstrained project in any part of the local comprehensive plan, including the transportation system plan.

(a) The following types of proposed facilities must be reviewed as provided in this rule:

(A) A new or extended arterial street, highway, freeway, or bridge carrying general purpose vehicle traffic;

(B) New or expanded interchanges;

(C) An increase in the number of general purpose travel lanes for any existing arterial or collector street, highway, or freeway; and

(D) New or extended auxiliary lanes with a total length of one-half mile or more. Auxiliary lane means the portion of the roadway adjoining the traveled way for speed change, turning, weaving, truck climbing, maneuvering of entering and leaving traffic, and other purposes supplementary to through-traffic movement.

(b) Notwithstanding any provision in subsection (a), the following proposed facilities need not be reviewed or authorized as provided in this rule:

(A) Changes expected to have a capital cost of less than \$5 million;

(B) Changes that reallocate or dedicate right of way to provide more space for pedestrian, bicycle, transit, or high-occupancy vehicle facilities;

(C) Facilities with no more than one general purpose travel lane in each direction, with or without one turn lane;

(D) Changes to intersections that do not increase the number of lanes, including implementation of a roundabout;

(E) Access management, including the addition or extension of medians;

(F) Modifications necessary to address safety needs; or

(G) Operational changes, including changes to signals, signage, striping, surfacing, or intelligent transportation systems.

(c) Notwithstanding subsection (a), a city or county may carry forward a proposed facility in a major transportation system plan update without review as provided in this rule if it is a planned project in a transportation system plan acknowledged prior to January 1, 2023, and the project meets any of the following at the time of adoption of the update:

(A) The project is included in a general obligation bond approved by voters prior to January 1, 2022;

(B) The project is included as a project phase other than planning in the State Transportation Improvement Program adopted by the Oregon Transportation Commission, or a metropolitan planning organization's transportation improvement program;

(C) The project has received a decision under the National Environmental Policy Act of 1969; or

(D) The project has been advertised for construction bids.

(2) Cities and counties choosing to authorize a proposed facility as provided in this rule shall:

(a) Initiate the authorization process through action of the governing body of the city or county;

(b) Include the authorization process as part of an update to a transportation system plan to meet the requirements as provided in OAR 660-012-0100, or have an existing acknowledged transportation system plan meeting these requirements;

(c) Have met all applicable reporting requirements as provided in OAR 660-012-0900;

(d) Designate the project limits and characteristics of the proposed facility, including length, number of lanes, or other key features;

(e) Designate a facility impact area and determine affected jurisdictions as provided in section (3);

(f) Conduct an engagement-focused equity analysis of the proposed facility as provided in OAR 660-012-0135;

(g) Develop a public involvement strategy as provided in section (4);

(h) Conduct an alternatives review as provided in sections (5) and (6);

(i) Choose to move forward with an authorization report as provided in section (7);

(j) Complete an authorization report as provided in section (8); and

(k) Publish the authorization report as provided in section (9).

(3) A city or county designating a facility impact area and determining affected jurisdictions shall:

(a) Coordinate with all cities and counties with planning jurisdictions within two miles of the limits of the proposed facility to determine the extent of the facility impact area;

(b) Review the extent of the impact of the proposed facility by including all areas where implementation of the proposed facility is expected to change levels or patterns of traffic or otherwise change the transportation system or land use development patterns;

(c) Take particular care when reviewing the facility impact area in places with concentrations of underserved populations. The city or county must consider the special impact of new facilities in the context of historic patterns of discrimination, disinvestment, and harmful investments;

(d) Designate a facility impact area to include, at minimum, areas within one mile of the proposed facility; and

(e) Determine affected jurisdictions by including all cities or counties with planning jurisdictions in the designated facility impact area.

(4) A city or county developing a public involvement strategy shall, in coordination with affected jurisdictions:

(a) Develop the public involvement strategy as provided in OAR 660-012-0130.

(b) Require that the public involvement strategy provides for opportunities for meaningful public participation in decision-making over the course of the authorization process;

(c) Require that the public involvement strategy includes regular reports to the affected governing bodies, planning commissions, and the public on the progress of the authorization process; and

(d) Coordinate the public involvement strategy with other public involvement activities that may be concurrent, including updates to a transportation system plan or authorizations for other proposed facilities.

(5) A city or county choosing to undertake an alternatives review shall, in coordination with affected jurisdictions:

(a) Have designated the facility impact area, determined affected jurisdictions, transit service providers, and transportation options providers; and developed a public involvement strategy as provided in this rule;

(b) Develop a summary of the expected impacts of the proposed facility on underserved populations identified as provided in OAR 660-012-0125, particularly, but not exclusively, in neighborhoods with concentrations of underserved populations. These impacts must include, but are not limited to, additional household costs, and changes in the ability to access jobs and services without the use of a motor vehicle;

(c) Develop a summary of the estimated additional motor vehicle travel per capita that is expected to be induced by implementation of the proposed facility over the first 20 years of service, using best available science;

(d) Investigate alternatives to the proposed facility, as provided in subsections (e) through (h). Cities and counties must use a planning level of analysis, and make use of existing plans and available data as much as practical;

(e) Investigate alternatives to the proposed facility through investments in the pedestrian and bicycle systems. The city or county must:

(A) Review the transportation system plan for identified gaps and deficiencies in pedestrian and bicycle facilities within the facility impact area;

(B) Determine how much of the need for the proposed facility may be met through enhanced investments in the pedestrian and bicycle networks;

(C) Identify pedestrian and bicycle system investments that could contribute to meeting the identified need which do not require implementation of the proposed facility; and

(D) Identify pedestrian and bicycle system investments that could contribute to meeting the identified need which may be implemented without the proposed facility, and may be retained if the proposed facility is implemented.

(f) Investigate alternatives to the proposed facility through investments in the public transportation system. The city or county must:

(A) Review the transportation system plan for identified gaps and deficiencies in public transportation facilities and services within the facility impact area;

(B) Coordinate with transit service providers to identify opportunities for providing additional transit service within or to the facility impact area; and

(C) Identify potential transit facility and service investments that contribute to meeting the identified need which may be implemented without the proposed facility.

(g) Investigate alternatives to the proposed facility through investments in transportation options programs; or other means to reduce demand for motor vehicle travel. The city or county must:

(A) Review the transportation system plan for identified existing and needed transportation demand management services within the facility impact area;

(B) Coordinate with transportation options providers to identify opportunities for providing transportation demand management services in and around the facility impact area; and

(C) Identify potential transportation options program investments that contribute to meeting the identified need which may be implemented without the proposed facility.

(h) Investigate alternatives to the proposed facility that include system pricing. The city or county must:

(A) Determine if various types of pricing could substantially reduce the need for the proposed facility;

(B) Investigate a range of pricing methods appropriate for the facility type and need, which may include, but are not limited to: parking pricing, tolling, facility pricing, cordon pricing, or congestion pricing; and

(C) Identify pricing methods where it is reasonably expected to meet the need for the facility, may reasonably be implemented, and can be expected to generate sufficient revenue to cover the costs of operating the collection apparatus.

(6) A city or county completing an alternatives review must, in coordination with affected jurisdictions:

(a) Review the projects identified in section (5) to determine sets of investments that may be made that could substantially meet the need for the proposed facility without implementation of the proposed facility. A city or county must consider adopted state, regional, and local targets for reduction of vehicle miles traveled to reduce climate pollution when making determinations of substantially meeting the need for the proposed facility; and

(b) Complete an alternatives review report upon completion of the alternatives review phase. The alternatives review report must include a description of the effectiveness of identified alternatives. The alternatives review report must include the summaries developed in subsections (5)(b) and (c). The alternatives review report must be provided to the public, and the governing bodies and planning

commissions of each affected city or county. The alternatives review report must also be included in the next annual report to the director as provided in OAR 660-012-0900.

(7) The governing body of the city or county shall review the alternatives review report and may either:

(a) Select a set of investments reviewed in the alternatives review report intended to substantially meet the identified need for the proposed facility. These investments may be added to the unconstrained project list of the transportation system plan as provided in OAR 660-012-0170; or

(b) Choose to complete the authorization report for the proposed facility, as provided in section (8).

(8) A city or county choosing to complete an authorization report as provided in section (7) shall, after completion of the alternatives review, include the following within the authorization report:

(a) A record of the initiation of the authorization process by the governing body;

(b) The public involvement strategy developed as provided in section (4), and how each part of the public involvement strategy was met;

(c) The alternatives review report;

(d) A summary of the estimated additional long-term costs of maintaining the proposed facility, including expected funding sources and responsible transportation facility operator.

(9) A city or county shall publish the authorization report upon completion and provide it to the public and governing bodies of each affected jurisdiction.

(10) A city or county, having completed and published an authorization report, may place the proposed project on the list of street and highway system projects with other projects as provided in OAR 660-012-0820. A proposed project authorized as provided in this rule may remain on a project list in the transportation system plan as long there are no significant changes to the proposed project or the land use context as described in the authorization report.

Finding:

The proposed 2045 TSP does not contain any unconstrained projects (Chapter 6, Table 11) that would trigger enhanced review under the provisions of -0830.

These requirements are not applicable.

660-012-0900

Reporting

(1) Cities and counties outside of the planning area of Metro shall report annually on progress toward meeting the requirements in division 44 and this division.

(2) Metro shall prepare a report annually on progress toward meeting the requirements in division 44 and this division. Cities and counties within the planning area of Metro shall coordinate with Metro and provide information to Metro. Cities and counties within the planning area of Metro are not required to report directly to the department as provided in this rule.

(3) Cities, counties, and Metro shall submit the report to the director no later than May 31 of each year for the report for the previous calendar year.

(4) The director shall provide for a method of submission. The director shall review reports as provided in OAR 660-012-0915.

(5) Cities, counties, and Metro shall submit either a minor report, as provided in section (6), or a major report, as provided in section (7), each year.

(a) Minor reports shall be submitted each year where a major report is not submitted.

(b) Major reports shall be submitted for each year that the metropolitan planning organization representing the city or county approved a regional transportation plan as provided in 23 CFR § 450.324.

(6) A minor report must include the following information:

(a) A narrative summary of the state of coordinated land use and transportation planning in the planning area over the reporting year, including any relevant activities or projects undertaken or planned by the city or county;

(b) The planning horizon date of the acknowledged transportation system plan, a summary of any amendments made to the transportation system plan over the reporting year, and a forecast of planning activities over the near future that may include amendments to the transportation system plan;

(c) Copies of reports made in the reporting year for progress towards centering the voices of underserved populations in processes at all levels of decision-making as provided in OAR 660-012-0130 and a summary of any equity analyses conducted as provided in OAR 660-012-0135; and

(d) Any alternatives reviews undertaken as provided in OAR 660-012-0830, including those underway or completed.

(7) A major report must include the following information:

(a) All information required in a minor report as provided in section (6);

(b) For reporting cities and counties:

(A) A description of what immediate actions the city or county has considered to be taken to reduce greenhouse gas emissions as provided in ORS 184.899(2); and

(B) A description of the consultations with the metropolitan planning organization on how the regional transportation plan could be altered to reduce greenhouse gas emissions as provided in ORS 184.899(2).

(c) Reporting for each regional and local performance measures as provided in OAR 660-012-0905 or OAR 660-044-0110 including:

(A) Baseline data;

(B) Baseline projections of expected outcomes from acknowledged plans;

(C) An assessment of whether the city, county, or Metro has met or is on track to meet each performance target for each reporting year between the base year and planning horizon year set as provided in OAR 660-012-0910;

(D) For any performance targets that were not met, a proposal for the corrective actions that will be taken to meet the performance target by the next major report;

(E) An assessment of whether the reporting city or county has adopted local amendments to implement the approved land use and transportation scenario plan as provided in OAR 660-044-0130;

(F) For any amendments to implement the approved land use and transportation scenario plan as provided in OAR 660-044-0130 that have not yet been adopted, a proposal for the corrective actions that will be taken to adopt the amendments; and

(G) The status of any corrective actions identified in prior reports.

(8) Upon a written request for an exemption submitted to the department prior to the due date of a report, the director may grant a city or county an exemption to a requirement to include any required element of a report under sections (6) or (7) when the director determines that the requestor has established that collection and reporting of the information would not be possible or would place an undue burden on the city or county.

(9) Counties need only report for those portions of the county within an urban growth boundary inside the metropolitan area. A county may jointly report with a city for the entire urban growth area of the city.

(10) Reports as provided by this rule are not land use decisions.

Finding:

Tualatin will annually coordinate and provide information to Metro to satisfy the provisions of -0900: The proposal is consistent with these requirements.

660-012-0905

Land Use and Transportation Performance Measures

(1) Cities, counties, and Metro that have a land use and transportation scenario approved by the commission as provided in OAR 660-044-0050 or OAR 660-044-0120 shall report on the performance measures from the approved regional scenario plan.

(2) Cities and counties that do not have a land use and transportation scenario approved by the commission as provided in OAR 660-044-0120 shall report on the specific actions, including capital improvements and the adoption of policies or programs that they have or will undertake to reduce pollution and increase equitable outcomes for underserved populations. At a minimum, this report must include the following performance measures:

(a) Compact Mixed-Use Development

(A) Number of publicly supported affordable housing units in climate-friendly areas.

(B) Number of existing and permitted dwelling units in climate-friendly areas and percentage of existing and permitted dwelling units in climate-friendly areas relative to total number of existing and permitted dwelling units in the jurisdiction.

(C) Share of retail and service jobs in climate-friendly areas relative to retail and service jobs in the jurisdiction.

(b) Active Transportation

(A) Percent of collector and arterial streets in climate-friendly areas and underserved population neighborhoods with bicycle and pedestrian facilities with Level of Traffic Stress 1 or 2.

(B) Percent of collector and arterial streets in climate-friendly areas and underserved population neighborhoods with safe and convenient marked pedestrian crossings.

(C) Percent of transit stops with safe pedestrian crossings within 100 feet.

(c) Transportation Options

(A) Number of employees covered by an Employee Commute Options Program.

(B) Number of households engaged with Transportation Options activities.

(C) Percent of all Transportation Options activities that were focused on underserved population communities.

(d) Transit

(A) Share of households within one-half mile of a priority transit corridor.

(B) Share of low-income households within one-half mile of a priority transit corridor.

(C) Share of key destinations within one-half mile of a priority transit corridor.

(e) Parking Costs and Management: Average daily public parking fees in climate-friendly areas.

(f) Transportation System

(A) Vehicle miles traveled per capita.

(B) Percent of jurisdiction transportation budget spent in climate-friendly areas and underserved population neighborhoods.

(C) Share of investments that support modes of transportation with low pollution.

Finding:

The proposed 2045 TSP and amendments fully implement the street and highway system projects under the applicable provisions of -0905:

- *Implementation of greenhouse gas performance measures is discussed in Chapter 7.*
- *Compliance with the state's Climate Smart Strategy is achieved under regional performance targets identified in Metro's 2023 RTP.*
- *Tualatin's implementation and monitoring of the regional performance targets are addressed in Table 15.*

The proposed amendments are consistent with these requirements.

660-012-0910

Land Use and Transportation Performance Targets

(1) Cities, counties, and Metro must set performance targets for each reporting year for each performance measure provided in OAR 660-044-0110 and OAR 660-012-0905 in their local transportation system plan. Performance targets for the performance measures provided in OAR 660-012-0905 must be set at levels that are reasonably likely to achieve the regional performance targets from an approved land use and transportation scenario plan as provided in OAR 660-044-0110 or the regional performance targets from the Statewide Transportation Strategy as adopted by the Oregon Transportation Commission.

(2) Cities, counties, and Metro that have a land use and transportation scenario approved by the commission as provided in OAR 660-044-0120 must set targets for equity performance measures in a transportation system plan as provided in OAR 660-044-0110(9)(c).

(3) Cities, counties, and Metro shall set performance targets in any major update to their transportation system plan as provided in OAR 660-012-0105. If a city or county has not yet set targets and is submitting a major report as provided in OAR 660-012-0900(7), then the city or county shall set performance targets through a minor update to their transportation system plan.

Finding:

The proposed 2045 TSP Chapter 7, Table 15 identifies performance targets, including in equity focus areas when sufficient forecasting data was available. The proposed amendments are consistent with these requirements.

C. Oregon Highway Plan

The following goals and policies of the Oregon Highway Plan (OHP) are applicable to the proposed amendments:

Policy 1A: State Highway Classification System

Finding:

The proposed amendments would update the City's Functional Classification map (Exhibit 2, Map 8-1). No new functional classifications are introduced and no changes inconsistent with State Highway Classifications have been made. The proposed amendments are consistent with the OHP.

Policy 1B: Land Use and Transportation

Finding:

The proposed amendments to update the TSP address mobility standards consistent with State Highway mobility standards.

- *Provides for access management on State and Local facilities.*
- *Was developed in partnership with the Metropolitan Planning Organization for the Portland area (Metro).*
- *Considered growth throughout the region.*

Provides for compact urban development within the Tualatin Planning area and includes provisions for:

- *An interconnected local roadway network*
- *Transit, bicycle and pedestrian facilities*
- *Design orientation of buildings that accommodate multimodal transportation options*

The 2045 TSP update was developed through a coordinated process that identified regional facilities to protect the operations and functions of the state highway system and identified local roadways necessary to serve the local Tualatin Planning area. The planning effort served to provide for the general location of new transportation facilities. The proposed amendments provide a coordinated land use and transportation system consistent with the OHP Policy 1B.

Policy 1C: State Highway Freight System

Finding:

The proposed amendments update the Freight System Element of the TSP, including a revised roadway freight map (Exhibit 2, Map 8-6). The proposed amendments are consistent with the OHP.

Policy 1D: Scenic Byways

Finding:

Oregon Scenic Byways are not located within the Tualatin Planning area. The proposed amendments are consistent with the OHP.

Policy 1F: Highway Mobility Standards

Finding:

The proposed amendments identify the roadway system's Functional Classification and Lane Numbers maps as adequate to meet anticipated travel needs. This evaluation included all ODOT and other facilities within the area and assessed the system performance based on the applicable mobility standards, including OHP mobility targets and standards, as well as the Regional Transportation Functional Plan interim mobility deficiency thresholds and operating standards.

No deficiency locations were identified in this analysis. The proposed amendments are consistent with the OHP.

Policy 1G: Major Improvements

Finding:

The proposed amendments provide for identified transportation improvements. These roadway improvements will be developed by the appropriate agencies (City, County and/or State). The City roadway improvements are governed by the City of Tualatin public works permit process as discussed under TPR section -0050 above. These regulations provide an improvement process consistent with the requirements of the OHP. The proposed amendments do not change these requirements. The City of Tualatin TSP addresses the type of and function of transportation improvement, and the public works permit process is consistent with the requirements of this section. The proposed amendments are consistent with the OHP.

Policy 2G: Rail and Highway Compatibility

Finding:

The 2045 TSP encourages the safe, efficient operation of railroad facilities. The proposed amendments do not change these requirements or propose any new rail crossings. The proposed amendments are consistent with the OHP.

Policy 3A: Classification and Spacing Standards

Finding:

The proposed amendments propose control access spacing standards along certain arterials and other state routes. The proposed amendments make no changes to the requirements associated with interim access locations. The proposed amendments are consistent with the OHP.

Policy 3B: Medians

Finding:

TDC Chapter 75 and the TSP describe median treatments and traffic operations, and calming that apply throughout the Tualatin Planning area. These standards control the design and placement of medians on roadways. City road standards identify median treatments consistent with the OHP. The proposed amendments are consistent with the OHP.

Policy 3C: Interchange Access Management Areas

Finding:

The 2045 TSP identifies a future IAMP project for the Bridgeport and Nyberg interchanges (Table 11, Project CS11). Additional study and coordination will be required to implement the proposed interchange area. No changes are proposed to any existing interchange area under previously adopted plans. The proposed amendments are consistent with the OHP.

Policy 3D: Deviations

Finding:

The proposed amendments do not make any requests for deviations to state highway standards. The proposed amendments are consistent with the OHP.

Policy 4A: Efficiency of Freight Movement

Finding:

The proposed amendments identify an appropriate roadway freight system plan for the Tualatin Planning area consistent with State Highway Freight System designations. The proposed amendments are consistent with the OHP.

Policy 4D: Transportation Demand Management

Finding:

The TSP includes a Transportation Demand Management strategy that identifies several programs available to reduce single-occupancy vehicle use, consistent with the requirements of the OHP. The proposed amendments are consistent with the OHP.

D. Metro Code

3.08 Regional Transportation Functional Plan

Title 1: Transportation system design shall ensure that new street construction and re-construction projects are designed to improve safety, support adjacent land uses and balance the needs of all users.

Finding:

Title 1 of the RTFP prescribes transportation system design requirements for achieving the vision contained in the Regional Transportation Functional Plan (RTP).

The 2045 TSP plans for a network of interconnected streets using a functional classification system (see Figure 15). Analysis for the TSP identified potential upgrades to road classifications. Roadway functional classes were evaluated to determine if their current classification was still appropriate for the usage, traffic volumes, and traffic speeds of that roadway. After this evaluation, a new classification was created for neighborhood routes and several roadways received a functional class update.

The 2045 TSP includes a Transit modal plan that identifies the existing and planned transit network in the City (see Chapter 4). The modal plan identifies existing transit facilities, corridors, and services (Figure 13). The plan also identifies transit needs and a transit network plan necessary to support anticipated growth (Figure 14). Table 8 provides strategies for Tualatin to improve service, reliability, amenities, and access to the transit network.

The 2045 TSP includes modal plans for pedestrians and bicyclists, respectively. Each modal plan identifies networks for pedestrians and bicyclists (Figure 9 and 12). Each network uses a classification system to identify the desired use of the street. The pedestrian network contains both sidewalk and trail facilities. The bicycle network shares includes a combination of bike lanes, buffered bike lanes, multi-use paths, and bicycle boulevards to support biking to key destinations.

The 2045 TSP includes a Freight Modal Plan that considers existing freight conditions and future freight needs (Chapter 4). The plan recognizes that movement of goods through freight is essential for the City and the region. Figure 16 illustrates freight routes in the City as designated by Tualatin, Washington

County, Clackamas County, and ODOT. The designations inform where improvements may be needed for the safe and efficient movement of trucks and to minimize negative impacts on local streets.

The TSP includes a Transportation Demand Management and Transportation Systems Management and Operations (TSMO) strategy that is focused on maximizing the existing transportation system before/prior to major capital expenditures. The plan identifies advanced signal systems, signal retiming and optimization, and real-time traveler information. The proposal is consistent with Title 1.

Title 2: Provides requirements for the development of and update to local Transportation System Plans. The Title specifies the types of transportation needs and solutions (in priority order) as well as performance targets and standards a TSP must address.

Finding:

Chapter 3 of the 2045 TSP provides a summary of technical analysis used to determine transportation needs based on existing conditions relative to forecast growth using the Washington County Travel Demand Model. The diverse needs of all community members including youth, seniors, people living with disabilities, systemically excluded communities, and low-income families are represented in the identified needs based on technical analysis and through the public engagement program (described in Chapter 2). The 2045 TSP is consistent with Metro Regional Transportation Plan (RTP) forecasts, system maps, non-SOV modal targets, deficiency thresholds and operation standards, and regional mobility corridors.

The 2045 TSP also considers the needs of transportation-disadvantaged such as youth, seniors, people living with disabilities, and environmental justice populations. The Vision calls for a transportation system that expands “travel options of users of all ages, abilities, and backgrounds.” Several of the goals focus on achieving that vision through the creation of a transportation system for all users (Goal 1); providing a high quality of life for all who live, work, learn, and play in Tualatin (Goal 2); and by expanding opportunities for safe multi-modal transportation (Goal 3). Chapter 2 of the TSP also documents the socioeconomic analysis to evaluate current conditions and identify transportation needs.

As noted in the finding to Title 1 above, the 2045 TSP includes modal plans that address the City’s pedestrian, bicycle, transit, street systems (Chapter 4). Each modal plan identifies existing conditions (Figures 7, 10, and 13), considers future facility and user needs, and includes designs to accommodate growth over the next 20 years (Figures 9, 12, 14, and 15).

The 2045 TSP considers both facility and user needs while providing a range of solutions to address the identified current and future needs (Tables 11, 12, 13, and 14).

Coordination of the 2045 TSP solution development was conducted with neighboring jurisdictions, agency partners, and roadway and transportation facility owners through a combination of technical advisory committee meetings, one-on-one meetings, and via electronic communication. The proposal is consistent with Title 2.

Title 3: Provides requirement for transportation project development. Each city is required to specify the general locations and facility parameters of planned regional transportation facilities and improvements.

Finding:

The 2045 TSP was prepared consistent with the 2023 RTP, which provides the regional framework for planning and investment. The RTP provides guidance to regional roadways (I-5, Pacific Highway, and

several others). There are several projects identified in Chapter 5, Table 14 where improvements connect with regional facilities that are not under the City's jurisdiction. The TSP calls for close coordination with regional entities and the continued support of regional policy goals while improving the City's transportation network. The TSP also identifies other projects for regional facilities that are under the City's jurisdiction (Table 14). The proposal is consistent with Title 3.

Title 4: Cities must establish parking ratios and ensure adequate bicycle parking.

Finding:

The City amended the Tualatin Development Code in compliance with state-mandated Climate Friendly and Equitable Communities (CFEC) rulemaking around parking reform under Ordinance 1486-24. The proposed amendments repealed minimum parking requirements and addressed maximum parking ratios consistent with Title 4. In addition, the RTFP parking standards have not changed since the ordinance was adopted. The proposal remains consistent with Title 4.

D. Tualatin Comprehensive Plan

Chapter 1 — Community Involvement

GOAL 1.1 Implement community involvement practices in line with Statewide Planning Goal 1.

Finding:

The proposed amendments will adopt the 2045 TSP as a supporting document to the Tualatin Comprehensive Plan. Extensive citizen involvement was conducted as part of the TSP. Chapter 2 of the TSP provides a detailed analysis of the project's public involvement methodologies that included the formation and participation a Community Advisory Committee (CAC) and Technical Advisory Group (TAG); in-person and virtual events that engaged over 2,000 residents, businesses, and visitors; and targeted outreach in the form of digital and printed advertisements.

Relative to the proposed amendments, compliance with the procedural elements for a Legislative Amendment were achieved under TDC 32.250. Public Noticing will be satisfied, and received public comments are included as Exhibit 5. The Planning Commission held a public meeting on June 18, 2025 and the City Council public hearing is scheduled on August 11, 2025. The proposed amendments conform with Goal 1.1.

Chapter 3 — Housing & Residential Growth

GOAL 3.5 HOUSING AND TRANSPORTATION. Encourage development and redevelopment in Tualatin that supports all modes of transportation, including walking, biking, and mass transit.

POLICY 3.5.1 COORDINATED PLANNING. Coordinate updates to the Transportation System Plan consistent with housing and residential growth goals, policies, and strategic actions.

Finding:

The TSP update considered the ongoing needs for housing, as well as the supporting transportation infrastructure required to serve residential uses. Transportation facilities and project prioritization have

been based, in part, on the demands generated by current and projected housing needs. The proposed amendments conform with Goal 3.5.

E. Tualatin Development Code

Chapter 33: Applications and Approval Criteria

Section 33.070 Plan Amendments

[...]

(2) Applicability. Quasi-judicial amendments may be initiated by the City Council, the City staff, or by a property owner or person authorized in writing by the property owner. Legislative amendments may only be initiated by the City Council.

Finding:

A Plan Text Amendment and Plan Map Amendment are proposed. This proposal is legislative in nature and therefore has been processed consistent with the Type IV-B procedures in Chapter 32. This criterion is met.

[...]

(5) Approval Criteria.

(a) Granting the amendment is in the public interest.

(b) The public interest is best protected by granting the amendment at this time.

Finding:

It is in the public interest to amend the Comprehensive Plan and development regulations to reflect the updated TSP. The previous TSP was last updated in 2014 and is over 10 years old and the community's transportation needs have evolved. The amendments ensure consistency between the TSP, the Comprehensive Plan Chapter 8, and the Tualatin Development Code. The amendments also provide compliance with current Oregon Transportation Planning Rules (TPR), as well as the Regional Transportation Plan (RTP) which was recently updated in 2023.

Additionally public comments were received and are included as Exhibit 7. They voice concerns over a proposed traffic signal on Tualatin Road and SW 115th Avenue, as well as the reclassification of Tualatin Road and Leveton Drive, as illustrated on Map 8-1. Community members feel these amendments would increase cut-through traffic in surrounding neighborhoods and around Hazelbrook Middle School.

As part of the TSP update, roadway functional classes were evaluated to determine if their current classification was still appropriate for the usage, traffic volumes, and traffic speeds of that roadway. The evaluation found that several roadways would benefit with a functional class update, including:

- Leveton Drive, to be reclassified from arterial to collector*
- Tualatin Road, to be reclassified from collector to arterial*

Map amendments are included to ensure that the Tualatin Comprehensive Plan, Municipal Code, and Development Code accurately reflect the Transportation System Plan for future implementation.

Without these updates, the development of important infrastructure could be stymied. A functioning Transportation System Plan is in the interest of public health, safety, and local prosperity.

Criteria (a) and (b) are met.

(c) The proposed amendment is in conformity with the applicable objectives of the Tualatin Comprehensive Plan.

Finding:

The applicable goals and policies of the Tualatin Comprehensive Plan have been considered and are discussed above in Section D. Criterion (c) is met.

(d) The following factors were consciously considered:

- (i) The various characteristics of the areas in the City;**
- (ii) The suitability of the areas for particular land uses and improvements in the areas;**
- (iii) Trends in land improvement and development;**
- (iv) Property values;**
- (v) The needs of economic enterprises and the future development of the area; needed right- of-way and access for and to particular sites in the area;**
- (vi) Natural resources of the City and the protection and conservation of said resources;**
- (vii) Prospective requirements for the development of natural resources in the City;**
- (viii) The public need for healthful, safe, esthetic surroundings and conditions;**

Finding:

This criterion addresses the needs of land use related to transportation. The TSP was developed based on inventories of existing facilities and forecasted traffic conditions over the next 20 years (Exhibit 4a: Technical Appendix). Forecasted conditions were modeled according to development of existing land use designations, which are designated according to projected housing and employment needs. In particular, projected land uses reflect Tualatin's Comprehensive Plan and Metro's land use assumptions for the year 2045. Metro works with local agencies to determine existing and future land uses that are then regionally adopted and updated for travel demand models.

Transportation improvements identified in the 2045 TSP are necessary to serve projected population and employment growth through 2045.

Regarding access and needed right-of-way, the 2045 TSP designates streets according to a functional classification system (TSP Chapter 4, Figure 15) and establishes cross sections for each type of functional classification, including widths for right-of-way, sidewalks, planting strips, on-street parking, bike lanes, and travel lanes. The functional classification map also shows proposed future connections. Access management policies are established in the TSP and are implemented in code.

Criterion (d) is met.

(e) If the amendment involves residential uses, then the appropriate school district or districts must be able to reasonably accommodate additional residential capacity by means determined by any affected school district.

Finding:

The amendments support forecasted growth including residential uses; however residential use policies are not being amended under this proposal. Criterion (e) does not apply.

(f) Granting the amendment is consistent with the applicable State of Oregon Planning Goals and applicable Oregon Administrative Rules, including compliance with the Transportation Planning Rule TPR (OAR 660-012-0060).

Finding:

Section B details findings for the applicable Oregon Planning Rules. Criterion (f) is met.

(g) Granting the amendment is consistent with the Metropolitan Service District's Urban Growth Management Functional Plan.

Finding:

The amendments support forecasted growth; however the plan adoptions and amendments do not affect any portion of the Urban Growth Functional Management Plan. Criterion (g) is not applicable.

(h) Granting the amendment is consistent with Level of Service F for the p.m. peak hour and E for the one-half hour before and after the p.m. peak hour for the Town Center 2045 Design Type (TDC Map 9-4), and E/E for the rest of the 2045 Design Types in the City's planning area.

Finding:

Adoption of the proposed 2045 TSP and associated amendments support project growth and travel demand over the twenty year planning horizon. While the major focus of the TSP enhancing facilities for active transportation modes, vehicular travel demand will remain. TSP Chapter 4 includes a discussion on future traffic operations and found seven intersections may not meet the City's LOS standard, including three in the town center. Ultimately capacity improvements were not programmed in the downtown area because they would result in larger roadways that would be too impactful and in conflict with the community's vision, such as SW Boones Ferry Road at SW Martinazzi Avenue. Criteria (h) has been addressed.

(i) Granting the amendment is consistent with the objectives and policies regarding potable water, sanitary sewer, and surface water management pursuant to TDC 12.020, water management issues are adequately addressed during development or redevelopment anticipated to follow the granting of a plan amendment.

Finding:

While public utility infrastructure is extended in the public right of way, the amendments do not affect policies regarding water, sewer, and surface water management. Criterion (i) is not applicable.

(j) The applicant has entered into a development agreement. This criterion applies only to an amendment specific to property within the Urban Planning Area (UPA), also known as the Planning Area Boundary (PAB), as defined in both the Urban Growth Management Agreement (UGMA) with Clackamas County and the Urban Planning Area Agreement (UPAA) with Washington County. TDC Map 9-1 illustrates this area.

Finding:

The proposed amendments are not property specific, and this criterion does not apply.

III. RECOMMENDATION

Based on the application and the above analysis and findings, the proposed annexation complies with applicable Oregon Administration Rules, Oregon Highway Plan, Metro Code, and the Tualatin Development Code.