

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF APPROVING THE) RESOLUTION NO. 99-2878B
1999 UPDATE TO THE REGIONAL)
TRANSPORTATION PLAN AND) Introduced by Jon Kvistad
REFINEMENT PROCESS)

WHEREAS, Metro’s 1989 Regional Transportation Plan (“RTP”), the 1992 Update and this 1999 RTP Update are the regional functional plan for transportation under ORS 268.390 and the regional transportation plan required by federal law as the basis for coordinating federal transportation expenditures; and

WHEREAS, new federal requirements under ISTEA resulted in a separate federal plan entitled “Interim Federal Regional Transportation Plan,” July, 1995, which is now updated and incorporated into this RTP 1999 Update; and

WHEREAS, the current federal Transportation Equity Act for the 21st century (“TEA-21”) requires an updated federal plan every three years that demonstrates continued compliance with the fifteen federal planning factors, a “financially constrained” plan and compliance with the Clean Air Act; and

WHEREAS, this 1999 Update, upon adoption by Ordinance, is intended to serve as the regional Transportation Systems Plan required by the state Transportation Planning Rule which must be consistent with the state Transportation Systems Plan, including the 1992 Oregon Transportation Plan and the 1999 Oregon Highway Plan; and

WHEREAS, all functional plans, including this 1999 RTP Update, must implement applicable regional goals and objectives, including Metro's acknowledged 2040 Growth Concept; and

WHEREAS, the 1999 RTP Update will be adopted as a component of the 1997 Regional Framework Plan; and

WHEREAS, development of this 1999 RTP Update has included adoption of regional transportation policies to begin implementation of the 2040 Growth Concept in Resolution 96-2327, Title 6 requirements for changes to local transportation plans in the 1996 Urban Growth Management Functional Plan, and the 1997 Regional Framework Plan; and

WHEREAS, a final public comment draft of the 1999 RTP Update was distributed in October, 1999 with 7 subregional area summaries of policies and projects affecting local areas; and

WHEREAS, the Metro Council has received the considered advice of a 21-member Citizens Advisory Committee, its Metro Policy Advisory Committee, and Joint Policy Advisory Committee on Transportation, and all the policies and projects have been the subject of extensive public review; and

WHEREAS, this Resolution accepts the final November 5, 1999 draft of the 1999 Regional Transportation Plan as amended, to be adopted by ordinance as the regional transportation plan for federal, state, and regional functional plan purposes by May, 2000 and states the process for its refinement and implementation;

WHEREAS, Chapter 6 of this 1999 RTP Update should be considered a substantial statement of intent, but will require further analysis prior to adoption by Ordinance; now, therefore be it

RESOLVED,

1. That the final November 5, 1999 draft of the 1999 Regional Transportation Plan, as amended, is hereby approved as the 1999 RTP Update proposal which shall be scheduled for adoption by ordinance as Metro's regional transportation functional plan to comply with applicable federal and state transportation planning requirements by implementing Metro's acknowledged 2040 Growth Concept as follows:

- a. The final (date), 1999 draft of the 1999 RTP Update in Exhibit "A."
- b. The amendments approved by JPACT and the Metro Council in Exhibit "B."


2. That a refinement process of additional technical analysis, public review and staff evaluation of compliance with federal and state planning requirements shall be carried out between December 1999 and May 2000 to determine the required plan provisions necessary to assure compliance with all planning requirements and implementation of the 2040 Growth Concept.

3. That the refinement process of this 1999 RTP Update shall include development of the following by TPAC and JPACT for inclusion as technical appendices and plan amendments, as necessary:

- a. A "financially constrained" network of transportation facilities required for federal transportation plans.
- b. Air quality conformity findings of compliance with the federal Clean Air Act.
- c. An off-peak traffic congestion analysis.
- d. Demonstration of compliance with the state Transportation Planning Rule.
- e. Demonstration of compliance with federal TEA-21 planning requirements.

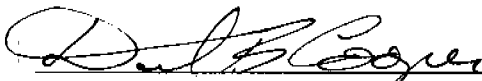
- f. Any draft revisions to the Regional Framework Plan to maintain consistency among Regional Framework Plan policies.

ADOPTED by the Metro Council this 16th day of December 1999.



Rod Monroe, Presiding Officer

APPROVED AS TO FORM:



Daniel B. Cooper, General Counsel

Rmb/Transportation 12-14-99
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BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF APPROVING THE) RESOLUTION NO. 99-2878AB |
1999 UPDATE TO THE REGIONAL)
TRANSPORTATION PLAN AND) Introduced by Jon Kvistad
REFINEMENT PROCESS)

WHEREAS, Metro's 1989 Regional Transportation Plan ("RTP"), the 1992 Update and this 1999 RTP Update are the regional functional plan for transportation under ORS 268.390 and the regional transportation plan required by federal law as the basis for coordinating federal transportation expenditures; and

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WHEREAS, the current federal Transportation Equity Act for the 21st century ("TEA-21") requires an updated federal plan every three years that demonstrates continued compliance with the fifteen federal planning factors, a "financially constrained" plan and compliance with the Clean Air Act; and

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- a. The final (date), 1999 draft of the 1999 RTP Update in Exhibit "A."
- b. The amendments approved by JPACT and the Metro Council in Exhibit "B."
- c. ~~The amendments approved by the Metro Council subject to JPACT ratification in Exhibit "C."~~

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- d. Demonstration of compliance with the state Transportation Planning Rule.

- e. Demonstration of compliance with federal TEA-21 planning requirements.
- f. Any draft revisions to the Regional Framework Plan to maintain consistency among Regional Framework Plan policies.

ADOPTED by the Metro Council this ____ day of _____ 1999.

Rod Monroe, Presiding Officer

APPROVED AS TO FORM:

Daniel B. Cooper, General Counsel

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OGC/LSS/krw 11/30/1999

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Exhibit 'A'

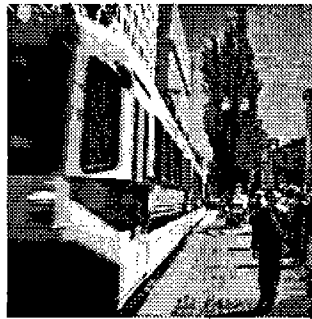
November 5 Draft of the 1999 RTP

(under separate cover)

1999 Regional Transportation Plan

NOVEMBER 5, 1999
.....

Adoption Draft



METRO
Regional Services
*Creating livable
communities*



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Exhibit 'B'
JPACT and MPAC Recommendations
for Amendments to the
1999 RTP Draft



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Exhibit "B" to Resolution No. 99-2878
1999 Regional Transportation Plan

Part 1
Council Discussion Items

Transportation Finance

Comment 1: The "financially constrained" scenario should be more central to the RTP update. (DEQ, 10/27/99)

Comment 2: The RTP should be adopted in a single action, following completion of the financially constrained system analysis. (DEQ, 10/27/99)

JPACT Recommendation on Comments 1 and 2: Agree, in part. The financially constrained system is one of several "scenarios" proposed in the RTP. It is the system used to determine conformity with federal air quality standards. The financially constrained system be developed during the next few months, after the RTP resolution has been adopted, to ensure that the projects assumed in the resulting conformity analysis. The two-step adoption process has the advantage of allowing staff to fully evaluate the air quality conformity findings, as well as other federal, state and regional planning requirements, prior to full adoption of the RTP.

The "strategic system" concept that is now the focus of the RTP was developed cooperatively with TPAC two years ago, as the system development phase of the RTP update began. The strategic system was specifically developed as an addition to the financially constrained scenario. Though the financially constrained scenario is required to meet federal planning and air quality requirements, it has proved to be a confusing system for other planning purposes. By definition, it is neither adequate to meet the region's transportation needs, nor limited enough to be funded from current revenue (existing) resources. Rather, it is a judgement on how much new resources we will be successful in raising.

Instead, TPAC moved to the strategic system, which functions both as a statement of critical need, and as a financial goal for meeting transportation revenue shortfalls. The current, two step process of adopting the RTP first by resolution, then by ordinance, will allow staff to work with TPAC and JPACT to fully develop a financially constrained scenario, and establish conformity to federal air quality requirements, prior to final adoption of the plan using the "strategic" as a benchmark on what to strive toward. It will also provide the opportunity for public review and comment on all of the following post-resolution refinement activities, prior to enactment of the RTP:

- develop criteria for a financially constrained system
- identify financially constrained system projects and programs
- air quality conformity analysis and findings
- off-peak congestion analysis and findings
- state TPR requirements and findings of compliance
- federal TEA-21 planning requirements and findings of compliance
- draft revisions to the Regional Framework Plan (RFP) to maintain consistency between RTP and RFP policies
- continue TPAC and JPACT discussion of implementation provisions proposed in Chapter 6

However, the financially constrained system will be completed quickly, providing full opportunity for public comments, and will reflect a realistic basis for funding of all identified projects. To this end, the system must be a key and central part of the RTP.

Comment 3: The Strategic System is too costly, and should be scaled back to more closely reflect financial constraints. (TPAC, 11/23/99, 1,000 Friends of Oregon, 12/2/99 and Coalition for A Livable Future, 12/2/99)

Comment 4: The plan lacks a direction of funding the strategic system (Westside Economic Alliance, 11/23/99)

JPACT Recommendation on Comments 3 and 4: Both the strategic system and financial analysis have been presented at a series of joint JPACT and MPAC workshops, and a consensus among policy makers to downsize the strategic has not developed. Instead, the strategic system was developed on the basis of defining an "adequate" system to meet 20-year regional needs. Furthermore, the size of the "strategic" system is consistent with historical rates of expenditure on transportation and a comparison of transportation taxes to other public utilities.

The strategic system was tested against a number of "reasonableness" checks, to ensure that the size of the system was not unrealistic. These included benchmarking against other consumer utility charges and the relative function of the system compared to current function. Furthermore, the driving force behind the size of the strategic system is the 2020 growth forecast, that assumes growth patterns similar to those experience during the past 10 years.

TPAC has recommended that JPACT and MPAC continue to address transportation finance needs upon completion of the RTP update. The RTP will therefore serve as a supporting document for the JPACT and MPAC discussion.

Comment 5: Growth-based fees should pay for system expansion required to serve growth. (Councilor Atherton, 11/16/99)

JPACT & MPAC Recommendation on Comment 5: Agree, in part. The RTP financial analysis shows that currently, growth pays only a portion of the system expansion, though most of the recommended improvements in the plan are driven by growth. The financial strategy in Chapter 5 includes growth-based fees as an increasingly important source of revenue for system expansion, but is augmented by traditional sources of revenue and new user-based fees. While it is important to ensure

that growth-based fees are set at a reasonable level, it is also important to ensure that the level of growth-based fees does not discourage the growth patterns envisioned in the 2040 Growth Concept.

JPACT recommends retaining this balanced approach and an illustration for funding system expansion. However, the balance between growth fees, traditional sources and user-based fees is central to the task of adopting a financial strategy, and will be addressed by JPACT and MPAC as part of the post-RTP resolution activities.

Comment 6: Operations and maintenance be funded before system expansion. (Councilor Atherton, 11/16/99)

JPACT Recommendation on Comment 6: Disagree. Section 1.3.7 of the RTP policies call for a top priority to be a balance between 2040 implementation, system maintenance and preservation, and safety improvements. The relative importance of these competing needs should be determined on a case-by-case basis. Given the increasing cost of operations and maintenance, and limited revenue for system improvements, a strict limit on funding operations and maintenance before safety or system expansion projects would be overly restrictive, and could affect both traffic safety and implementation of the 2040 growth concept. No change recommended to the draft RTP.

Transportation Policy

Comment 7: The meaning and status of non-SOV targets is unclear, particularly with regard to the ability of local governments to meet them; additional strategies for meeting the targets should be specified if targets greater than model output levels are set (Washington County Coordinating Committee, 10/27/99)

JPACT Recommendation on Comment 7: Agree. The implementation of modal targets should be clarified with the following revisions to Section 6.4.6:

2. Cities and counties, working with Tri-Met and other regional agencies, shall identify actions in local TSPs that will ~~implement~~ result in progress toward the mode split non-SOV targets. These actions should initially be based on RTP modeling assumptions, analysis and conclusions, and include consideration of the maximum parking rations, adopted as part of Title 2, section 3.07.220, regional street design considerations in Section 6.7.3 ~~this title~~ and transit's role in serving the area. Local benchmarks for evaluating progress toward modal targets may be based upon future RTP updates and analysis, if local jurisdictions are unable to generate this information as part of TSP development.

Also, revise the introductory text in Table 1.2 as follows:

"...needed to achieve ~~comply with~~ Oregon Transportation Planning Rule 10-percent VMT/capita reduction requirement objectives to reduce reliance on single-occupancy vehicles. The targets reflect conditions appropriate for the year 2040.

Comment 8: Replace the entire Chapter 1 section 1.3.7, titled "Implementing the transportation system," with:

- fairness and efficiency in transportation finance
- linking land use and transportation
- transportation and the environment
- transportation safety

(Councilor Atherton, 11/16/99)

JPACT Recommendation on Comment 8: The proposed amendments are largely reflected in more detail in other sections of the RTP policies (including sections 1.2 - Connecting Land use and Transportation, Section 1.3.4 - Protecting the Environment, and Section 1.3.7 - Implementing the Transportation System). However, JPACT will be developing policies on the specific funding strategies proposed by Councilor Atherton, and these policies may be included in the RTP

Comment 9: Expand Policy 3.0 Urban Form to include the following objectives:

- d. Objective: Develop workforce housing adjacent to employment. Workforce housing is defined as housing affordable to all workers employed at these sites, i.e., costing no more than 30% of a household's income.
- e. Objective: Provide mixed use development to reduce travel demand. Locate housing, jobs, schools, services, shopping, parks and other destinations within walking distance of each other.

In the appropriate implementing chapter add the following language:

Local jurisdictions shall amend their comprehensive plans and other city policies (e.g., strategic investment policies) to achieve these principals.

(Rex Burkholder, 11/17/99)

JPACT & MPAC Recommendation on Comment 9: Agree, in part. Recommend the following revision to Policy 3.0, Urban Form on page 1-12:

- d. Objective: Support mixed use development to reduce travel demand. Locate housing, jobs, schools, parks and other destinations within walking distance of each other whenever possible.

In addition, better coordination is needed between the RTP and other Metro planning activities that relate to job/housing balance policies. JPACT also recommends that future work related to job/housing balance be expanded to include the relationship between wages and housing need. The following should be added to Section 6.8.7:

"...on the principal arterial system. The evaluation would also include an analysis of the effect of relative wages on the mix of jobs and housing needed to realize transportation benefits."

Local Planning Requirements & Project Development

Comment 10: Improvements in the urban reserve areas should be timed with urbanization. (MPAC, 11/10/99)

JPACT & MPAC Recommendation on Comment 10: Agree. More discussion is needed on linking the timing of transportation improvements and UGB amendments. Thought it is premature to include such provisions in the RTP at this time, the combination of rapid growth and a growing transportation funding gap make this a critical issue for JPACT and MPAC consideration. In addition, a new subsection to Chapter 6 should be added, as follows:

6.5.4 Improvements in Urban Reserves

During the MTIP process, improvements that add capacity or urban design elements to rural facilities in urban reserves should be:

- be coordinated with expansion of the urban growth boundary
- not encourage development outside the urban growth boundary
- not disrupt the economic viability of nearby rural reserves
- be consistent with planned urban development or other transportation facilities

A related discussion of transportation analysis findings in on page 3-50 should also be amended, as follows:

~~"... No specific bicycle or pedestrian improvements were identified. Urban reserves in the Damascus and Pleasant Valley are expected to be added to the urban growth boundary incrementally, and will not necessarily be timed according to needed transportation improvements. Master street planning is needed to ensure that critical arterial..."~~

Comment 11: Connectivity revisions should be enacted immediately to assist local compliance with Title 6 of the UGMFP. (TPAC, 11/23/99)

JPACT & MPAC Recommendation on Comment 11: Agree. The connectivity requirements in Title 6 of the Urban Growth Management Function Plan (UGMFP) have been revised as part of shifting Title 6 requirements to the RTP. The revisions simplify the mapping requirement for local jurisdictions, but do not change the connectivity standards for development that are currently in Title 6. Therefore, during the interim period prior to adoption of the RTP by ordinance, JPACT recommends that jurisdictions opting to use the streamlined connectivity requirements in Section 6.4.5 be found in "substantial compliance" with UGMFP Title 6 requirements for connectivity.

Comment 12: Retain the principal arterial designation for Canyon Road/TV Highway from Highway 217 to Hillsboro until further analysis can be completed as part of the corridor study (JPACT, 12/9/99).

JPACT & MPAC Recommendation on Comment 12: Agree. Revise the TV Highway corridor planning section on page 6-31 as follows:

Tualatin Valley Highway

A number of improvements are needed in this corridor to address existing deficiencies and serve increased travel demand. The One primary function of this route is to provide access to and between the Beaverton and Hillsboro regional centers. TV Highway also serves as an access route to Highway 217 from points west along the TV Highway corridor. As such, the corridor is defined as extending from Farmington Road, in Beaverton, to Baseline Road, in Hillsboro. The following design considerations should be addressed as part of a corridor study:

- aggressively manage access as part of a congestion management strategy
- implement TSM and other interim intersection improvements at various locations between Cedar Hills Boulevard and Brookwood Avenue
- the relative tradeoffs of a variety of capacity and transit improvements, including:
 - a) parallel improvements on parallel routes such as Farmington, Alexander, Baseline and Walker roads as an alternative to expanding TV Highway
 - b) 7-lane arterial improvement
 - c) ~~implement long-term~~, a limited access, divided facility from Murray Boulevard to Brookwood Avenue, with three lanes in each direction and grade separation at major intersections
 - d) transit service that complements both the function of TV Highway and the existing light rail service to the north of the TV Highway corridor
- ~~implement complementary capacity improvements on parallel routes, including Farmington, Alexander, Baseline and Walker roads~~
- evaluate impacts of the principal arterial designation, and subsequent operational effects on travel within the Beaverton regional center
- evaluate motor vehicle and regional street design designations as part of the study to determine the most appropriate classifications for this route

Comment 13: Extend light rail designation to Forest Grove town center. (MPAC, 12/8/99)

Comment 14: Expand light rail discussion for Clackamas Regional Center extension to clarify the line as a long-term "placeholder", and emphasize that an interim rapid bus strategy will be pursued in the short term. (MPAC)

MPAC Recommendation on Comments 13 and 14: Agree. Add "potential light rail or rapid bus" designation to TV Highway from Hillsboro regional center terminus to Forest Grove town center. Also, add the following explanatory text to McLoughlin-Highway 224 discussion on page 6-29:

"Long-term improvements are needed in this corridor to preserve access to and from the Central City from the Clackamas County area, and to provide access to the developing Clackamas Regional Center. The recently completed South/North light rail study demonstrated both a long-term need for high-capacity transit service in this corridor, and a short-term opposition to construction of light rail. However, the long-term transit need is still critical, as demonstrated in the RTP analysis, where both highway and high-capacity transit service were needed over the 20-year plan period to keep pace with expected growth in this part of the region. The 2040 Growth Concept also calls for the regional centers and central city to be served with light rail. Therefore, the recommendations for this corridor study assume a short-term rapid bus, or equivalent, transit service in the corridor, and light rail service is retained in the long term as a placeholder. Transportation solutions..."

Future Land Use Planning

Comment 15: Address Clark County jobs/housing imbalance with land use policy changes. (TPAC, 11/23/99)

JPACT & MPAC Recommendation on Comment 15: Agree, in principle. The jobs/housing imbalance in Clark County results in heavy demand and need for improvements in the I-5 and I-205 corridors. However, the RTP is not the best forum for addressing the jobs/housing balance in Clark County. Instead, the recently convened Bi-State Committee is likely to address these issues, with the Metro and Clark County MPOs working jointly toward both land use and transportation solutions to the job/housing imbalance. Section 6.8.7 identifies the need for further evaluation of potential land use changes, based on RTP recommendations. This outstanding issue would be address prior, or as part of, the next RTP update. No change recommended to the draft RTP at this time.

Comment 16: Address Clackamas County job/housing imbalance with land use policy changes. (TPAC, 11/23/99)

Comment 17: Land use alternatives should be more prominently discussed where transportation solutions were not adequate to implement the 2040 Growth Concept. (Multnomah County, 10/27/99)

MPAC Recommendation on Comments 16 and 17: Agree. Add the following bullet to Section 6.8.7, which deals with needed land use and transportation evaluation of the 2040 Growth Concept:

- Damascus & Pleasant Valley Urban Reserves: The overall jobs/housing imbalance in Clackamas County results in heavy travel demand on routes like I-205 and Highway 224 that link Clackamas County to employment areas. A review of the Damascus and Pleasant Valley Urban Reserves should consider

the potential for improving jobs/housing balance in these areas. This review should include areas in the Pleasant Valley areas that have been recently incorporated into the urban area, but are largely undeveloped.

JPACT Recommendation on Comments 16 and 17: Agree. Add the same additional bullet to Section 6.8.7 as recommended by MPAC, above, as well as the following change to Section 6.8.2:

"...Transportation and land-use scenarios will be developed to reflect a variety of land-use alternatives for the area..."

Comment 18: Review urban reserve designation of Beaver Creek area. (TPAC, 11/23/99)

MPAC Recommendation on Comment 18: Agree. Add the following bullet to Section 6.8.7, which deals with needed land use and transportation evaluation of the 2040 Growth Concept:

- Beaver Creek Urban Reserves: Urbanization of these reserves would require major improvements to Highway 213 and connecting arterial streets that may be inappropriate in scale and cost, and could negatively impact adjacent areas in Oregon City. These reserves should be reviewed to determine whether refinements are appropriate in order to better complement existing transportation and land use plans in the vicinity.

JPACT Recommendation on Comment 18: Agree. However, JPACT does not recommend further refinements to the transportation system to serve this area, and instead recommends that more suitable reserves be evaluated. Add the following revised bullet to Section 6.8.7, which deletes the second sentence of the MPAC recommendation:

- Beaver Creek Urban Reserves: Urbanization of these reserves would require major improvements to Highway 213 and connecting arterial streets that may be inappropriate in scale and cost, and could negatively impact adjacent areas in Oregon City.

Comment 19: Establish a work plan to address Willamette Valley growth in future RTP updates. (TPAC, 11/23/99)

JPACT & MPAC Recommendation on Comment 19: Agree, in part. Though growth in the valley is expected to make up the bulk of traffic on I-5 South in the future, the RTP is limited in its ability to address travel demand for this corridor. Section 6.8.3 calls out the need to incorporate ODOT's valley model into the regional model as part of the next update to the RTP. This is an important first step in addressing the growth in travel demand between the metro region and the valley. However, other planning activities for the valley are already underway, with ODOT and DLCD working as lead agencies. Metro will continue to work with these state agencies to ensure that regional interests are reflected in valley planning decisions. No change recommended to the draft RTP at this time.



METRO

Exhibit "B" to Resolution No. 99-2878
1999 Regional Transportation Plan

Part 2
Council Consent Items

Policies and System Maps

Comment 1: Change Policy 13, page 1-8, to read: "Manage the existing Provide a regional motor vehicle system of..." and add objective I: Implement a pricing system based on traveler's relative contribution to congestion based on time of day, type of vehicle, number of passengers. (Rex Burkholder, 11/17/99)

JPACT Recommendation on Comment 1: No change is recommended. Other policies on page 1-56 of the draft RTP more appropriately deal with the peak period pricing issue as a tool to manage congestion in the region.

Comment 2: Revise Policy 18.0, Objective b, fourth bullet, to add the following text, "•Multi-modal traveler information services (such as broadcast radio and television; highway advisory radio; variable message signs; on-line reports and transit service reports; real-time transit arrival and departure monitors; and on-board navigation aids." (Willamette Pedestrian Coalition, 11/17/99)

JPACT Recommendation on Comment 2: Agree. Amend as requested.

Comment 3: Revise Policy 19.0, to add new objective h, "Promote end-of-trip facilities that support alternative transportation modes, such as showers and lockers at employment centers." (Willamette Pedestrian Coalition, 11/17/99)

JPACT Recommendation on Comment 3: Agree. Amend as requested.

Comment 4: "A significant hole in the RTP is the lack of discussion of the price elasticity of transportation. With world oil production predicted to peak within the 20 year time frame of this plan, it is prudent and essential that we prepare for the effects of increasing gasoline prices." (Rex Burkholder, 11/17/99)

JPACT Recommendation on Comment 4: Agree, in part. However, past predictions on the cost of oil have been so exaggerated over actual trends, that there is little merit to completing such an analysis at this time. Metro's regional demand model does account for the relative value of time in mode choices, and this has proven to be a more reliable prediction of future travel behavior. The model also considers parking costs, which are also more predictable, and represent a more discrete cost in trip-making. Another cost that could be considered is the aggregate cost of operating a personal vehicle. These

are all compelling issues that should be considered in future updates of the RTP. The plan is updated every three to five years with the specific purpose of evaluating such changes in transportation demand and technology.

Comment 5: Policy 11.0 Regional Street Design. The level of traffic determines whether bike lanes are warranted. Strike all references to “wide outside lanes or shared roadways.” (Rex Burkholder, 11/17/99; BTA, 11/23/99)

Comment 6: Policy 16.1 Regional Bicycle System. Eliminate references to “wide outside lanes” as per argument under Policy 11.0 Regional Street Design. (Rex Burkholder, 11/17/99; BTA, 11/23/99)

JPACT Recommendation on Comments 5 and 6: Agree, in part. That bike lanes are the preferred bikeway choice in regional street design guidelines should be made more explicit in the RTP. Add the following sentences (from page 21 of *Creating Livable Streets: Street Design Guidelines*) as the last sentence of paragraph 2 on page 1-46 of the RTP: Regional streets provide the primary network for bicycle travel in the region, and require features that support bicycle traffic. Bicycle lanes are the preferred bikeway design choice for the throughway (highway), boulevard, street and road design classification concepts.

However, level of traffic is not the only factor that determines whether bike lanes are warranted. Wide outside lanes or shared roadways are acceptable where the following conditions exist:

- it is not possible to eliminate or reduce lane widths;
- topographical constraints exist;
- additional pavement would disrupt the natural environment or character or the natural environment;
- parking is essential to serve adjacent land uses or improve the character of the pedestrian environment;
- densely developed areas with low motor vehicle speeds.

Refer to page 21 of *Creating Livable Streets* for a more detailed discussion of general considerations and design guidelines for bike lanes.

Comment 7: Policy 1.0 Public Process. Public involvement fails to discover the public’s wishes and concerns, leading to plans which lack public support (i.e. funding). Add objective: c. Objective: Use surveys and referenda to get citizen input in plan development and MTIP process. Use the results to determine transportation priorities. (Rex Burkholder, 11/17/99; BTA, 11/23/99)

JPACT Recommendation on Comment 7: Use of surveys is one useful tool in a large toolbox full of public involvement strategies, but surveys and referenda should not be used alone to determine transportation priorities. Furthermore, these are a work program methodology, not a transportation system characteristic.

Comment 8: Policy 2.0 Intergovernmental Coordination - Metro does have a coordinating role but it also has the authority and budgetary responsibility (given by Congress) to direct transportation

investment. The chart on the bottom of 1-11 indicates a reversal of the proper decision-making order. As currently configured, the major decisions are made by staff (TPAC and MTAC, 11/18/99), refined by the coordinating committees (JPACT and MPAC) and then reviewed and ratified by the Council. Amend language: The Metro Council sets transportation policy and priorities for the region. Metro coordinates with among the local, regional and state jurisdictions and private entities that own and operate the region's transportation system to better provide for state and regional transportation needs. (Rex Burkholder, 11/17/99; BTA, 11/23/99)

JPACT Recommendation on Comment 8: The existing regional decision-making process is sound. The Metro Council has the authority to remand decisions back to JPACT.

Comment 9: Downgrade Garden Home Road and Oleson Road north of Garden Home Road from minor arterials to local collectors on the Regional Motor Vehicle System Map. (Robert Bothman, 11/4/99)

JPACT Recommendation on Comment 9: This part of the region lacks an adequate east-west and north-south arterial street network, and Garden Home and Oleson roads have been included in past regional plans as minor arterials.

Comment 10: Downgrade Garden Home Road and Oleson Road north of Garden Home Road from community boulevard to community street designations. (Robert Bothman, 11/4/99)

JPACT Recommendation on Comment 10: Both Garden Home and Oleson are designated as main streets in the 2040 Growth Concept, and the Community Boulevard designation is the most appropriate design for a designated main street.

Comment 11: The RTP should recognize that students at the region's institutions of higher education have unique public transit needs. (Julie North; 10/28/99)

JPACT Recommendation on Comment 11: Agree. Policy language will be added to the end of the public transportation section on page 1-41 of Chapter 1 to read as follows:

"Transit Service for Special Needs Populations

Public transportation service often provides the only available transportation service to many people in the region, including: students, the elderly, the economically disadvantaged, the mobility impaired and others with special needs. It is important that the public transportation service providers consider the special needs of those people who rely on the providers as their primary transportation option for access to jobs, job training and services."

Revise Section 6.4.10 - Transit Service Planning to include the following text:

"6. Consider....designated lanes and traffic controls)

Public transit providers shall consider the needs and unique circumstances of special needs populations when planning for service. These populations include but are not limited to: students, the elderly, the economically disadvantaged, the mobility impaired and others with special needs. Consideration shall be given to:

- adequate transit facilities to provide service.
- hours of operation to provide transit service corresponding to hours of operation of institutions, employers, and service providers to these communities.
- adequate levels of transit service to these populations relative to the rest of the community and their special needs."

Comment 12: Add policy language to public transportation section regarding the speed and reliability of and 100% accessibility for mobility impaired to transit service. (TPAC, 11/23/99)

JPACT Recommendation on Comment 12: Agree. Add the following language to Chapter 1:

"Policy 14.0. Regional Public Transportation System

Provide an appropriate level, quality and range of public transportation options to serve this region and support implementation of the 2040 Growth Concept, consistent with Figures 1.15 and 1.16.

1. Objective: Provide special transit service that is accessible to the mobility impaired and provide as needed, such as para-transit to the portions of the region without adequate fixed-route service to comply, that complies with the Americans with Disabilities Act of 1990.

Policy 14.3. Regional Public Transportation System

Provide transit service that is fast, reliable and has competitive travel times compared to the automobile.

- a. Objective: Transit travel time (in-vehicle) for trips on light rail transit and rapid bus routes during the peak hours of service should be no slower than 150% of the auto travel time during the off-peak hours. Exceeding this threshold would result in considering preferential treatment to road system for transit and express operation.
- b. Objective: Total transit travel time (in-vehicle + non-weighted wait time) for trips on regional bus routes should no slower than 200% of the total auto travel time."

In addition, Chapter 6, page 6-38, Section 6.8.10 identifies the need for additional work to develop a broader set of performance measures for all modes of travel as they relate to planned land uses.

Comment 13: Designate 182nd/Division and 182nd/Powell as Boulevard Intersections. (City of Gresham, 11/22/99)

JPACT Recommendation on Comment 13: Agree. Amend as requested.

Comment 14: Add freight designation descriptions to Chapter 1, page 1-45. (TPAC, 11/23/99)

JPACT Recommendation on Comment 14: Agree. Amend as requested.

Comment 15: Revise text that references Figures 1.13, 1.14 and 1.15 to refer to circles, instead of squares. (City of Beaverton, 11/23/99)

JPACT Recommendation on Comment 15: Agree. Amend as requested.

Comment 16: Revise the RTP System maps and Chapter 5 map boundaries for the Beaverton regional center and Murray Scholls town center to reflect recent adoption of new boundaries in Beaverton land use codes. (City of Beaverton, 11/23/99)

JPACT Recommendation on Comment 16: Agree. Amend as requested.

Comment 17: Amend page 1-57, Parking Management, last sentence to read, "The reduction in demand for parking will allow the region to...efficiently, reduce impervious surfaces, and..." (Oregon City, 12/2/99)

JPACT Recommendation on Comment 17: Agree. Amend as requested.

Comment 18: Incorporate peak period pricing recommendations into RTP. (TRO Task Force)

JPACT Recommendation on Comment 18: Agree. Policy 19.2 recommends that peak period pricing be considered when new highways or highway lanes in congested corridors are called for in the RTP. Section 6.7.5 recommends that peak period pricing be considered as capacity improvements are studied for the following facilities or corridors:

- I-5 North
- McLoughlin-Highway 224
- Sunrise Highway
- I-205 North (Or. City to Clark Co.)
- I-205 South (Oregon City to I-5)
- I-5 to 99W Connector (Tualatin to Sherwood)
- Highway 217
- Sunset Highway (west of Highway 217)
- TV Highway (Beaverton to Hillsboro)

Comment 19: Amend page 1-56, Policy 19.2, Objective c and b. to remove the phrase "using the criteria used in Working Paper 9 of the Traffic Relief Options study" from objective c. and add the phrase to the end of the first sentence of Objective b. (TRO TAC, 12/1/99)

JPACT Recommendation on Comment 19: Agree. Amend as requested. The criteria should be used whenever peak period pricing is considered, not just when a pilot project is selected.

Comment 20: Move Policy 19.2, Objective d., page 1-56 to the financing section because it deals with a financing implementation issue rather than a policy. (TRO TAC, 12/1/99)

JPACT Recommendation on Comment 20: Disagree in part. While this objective is not really a policy statement, it is one of the task force recommendations and ties into the pilot project recommendation in Objective c. No change is recommended.

Comment 21: Policy 8.0. Water Quality: In the appropriate implementing chapter add the following:

Local jurisdictions shall amend their comprehensive plans and transportation system plans to implement the design changes recommended on page 1-13, 1-14. in roadways to significantly reduce stormwater runoff.

In addition, set regional goals for reducing the percentage of land used for parking and eliminate parking minimums in local plans. In the appropriate implementing chapter add the following: "Local jurisdictions shall amend their comprehensive plans and transportation system plans to eliminate minimum parking requirements and to reduce amount of land area used for parking."

(Rex Burkholder, 11/17/99)

Comment 22: Chapter 6. Add a section on street design for stormwater runoff reduction. See comment above. (Rex Burkholder, 11/17/99)

JPACT Recommendation on Comments 21 and 22: Disagree, at this time. These are among the outstanding issues in Section 6.8 that require further refinement in the *Green Streets Initiative* described in Section 6.8.1.

Comment 23: Policy 13: Level of Service differentials: Use one standard of LOS for all roadways. Adopt a congestion-pricing program for all existing roadways. (Rex Burkholder, 11/17/99)

JPACT Recommendation on Comment 23: LOS differentials are necessary due to differences in 2040 land uses. A congestion-pricing program for all existing roadways would be contrary to Traffic Relief Options study recommendations recently adopted by Metro Council.

Comment 24: Policy 18 Transportation System Management: Access management should not reduce pedestrian and bicycle movement. On page 1-54 under Access management, calls for minimizing connections of local streets to arterial streets, which reduces connectivity. (Rex Burkholder, 11/17/99)

JPACT Recommendation on 24: Agree. Amend the following sentence on page 1-54, third paragraph, "minimizing connection of local streets to regionally significant arterial streets consistent with regional street design policies and..."

Comment 25: Policy 19.1. Regional Transportation Demand Management Eliminate requirement for minimum parking ratios under Objective (a) as unnecessary and contrary to goals for reducing impermeable surfaces and reducing VMT. Recommendation: Amend Objective (a) to read: Objective a: Establish ~~minimum and~~ maximum parking ratios to help.... (Rex Burkholder, 11/17/99)

JPACT Recommendation on Comment 25: Certain land uses require minimum parking. Also, Objective f. stresses further study of market-based strategies such as parking pricing, employer-based parking cash-outs and restructuring parking rates.

Comment 26: Policy 19.2 Regional Transportation Demand Management. As the Traffic Relief Options Study showed quite clearly, Congestion Pricing is an effective and fair means of managing traffic demand. Amend the language on congestion pricing as follows:

b. Objective: apply peak period pricing appropriately to manage congestion ~~and generate revenues to help with needed transportation improvements.~~

c. Objective: ~~Use Consider~~ peak period pricing as a feasible option when ~~major~~ new highway capacity is added to the regional motor vehicle system.

~~d Objective: Do not price existing roadways at this time (Rex Burkholder, 11/17/99)~~

JPACT Recommendation on Comment 26: Policy 19.2 in the 11/5/99 1999 RTP Adoption Draft (page 1-56) has been amended to reflect the *Traffic Relief Options* study recommendations recently adopted by Metro Council.

Comment 27: 6.4.5 Design standards for street connectivity. Amend 2 (h) to read:

h. Includes a street design, with exemplary street cross sections, that support expected speed limits of under 20mph on local service streets and under 25 mph on collector streets, and... (Rex Burkholder, 11/17/99; BTA, 11/23/99)

JPACT Recommendation on Comment 27: State law sets speed limits. Also, "support ~~expected~~ speed limits" should be replaced with "support posted speed limits" to be consistent with text on Street Design in the RTP.

Comment 28: MTIP program 6.5.2. Project lists should be adopted by resolution/ordinance of local jurisdictions, with required public hearings, before being submitted to Metro for consideration. (Rex Burkholder, 11/17/99; BTA, 11/23/99)

JPACT Recommendation on Comment 28: Agree. In current practice, MTIP projects must come from an adopted local plan or program, which in turn would have required local public hearings. This issue will be further addressed as part of a detailed examination of Chapter 6 by TPAC and JPACT as part of the post-resolution activities.

Comment 29: 6.6.3 Congestion Management Requirements. Require implementation of Congestion Management Techniques listed in this section before capacity increases are funded. This may require setting priorities among these actions appropriate to the scale of the project. (Rex Burkholder, 11/17/99; BTA, 11/23/99)

JPACT Recommendation on Comment 29: Agree. This requirement is already stated.

Comment 30: The following issues are not addressed in the RTP and should be included: Regional concerns and issues regarding air freight and air travel; regional responsibility for funding improvements on local street systems to relieve demand on regional facilities; changing environment:

- Peak in world oil production (projected to occur between 2001 –2015)
- Effect of increased use of sport utility vehicles and light trucks in fleet on air quality conformity
- Growth in traffic originating outside of region and role of highway widening in encouraging long distance commuting. (Rex Burkholder, 11/17/99)

JPACT Recommendation on Comment 30: Air freight and air travel is described in Section 1.3.5, and is mapped in Figures 1.16 and 1.17. Local streets are generally funded with development capital funding. Local street system design criteria is described on page 1-34. Comments on changing environment have been addressed previously.

Comment 31: Policy 19.0, Objective d. Should refer to policy 20.1, funding priorities rather than just list areas in which we want to fund TMAs. We selected the TMAs in the current round using policy 20.1 priorities, we should state so in the TMA funding policy. (City of Portland, 12/1/99)

JPACT Recommendation on Comment 31: Current language in Policy 19.0, Objective d. is sufficient. Policy 20.1 includes implementation of a regional transportation system through selection of complementary transportation projects and programs. This includes the TDM program and TMA funding.

Comment 32: Beginning on page 1-5, replace the word ~~ridesharing~~ with the words carpooling and vanpooling throughout the text. Ridesharing is an antiquated early 1990s term that was used to generally describe all TDM strategies. (Tri-Met, 12/1/99)

JPACT Recommendation on Comment 32: Agree.

Comment 33: Page 1-53, second paragraph. Amend the following sentence: Most TDM strategies are designed to influence travel choices by providing ~~a reason to choose a means of travel other than driving alone~~ alternatives to driving alone. (Tri-Met, 12/1/99)

JPACT Recommendation on Comment 33: Agree.

Comment 34: Policy 18.0 c. Objective. Reword to include transit priority measures. (Tri-Met, 12/1/99)

JPACT Recommendation on Comment 34: Transit priority measures are sufficiently covered under Public Transportation and Regional Street Design policies.

Comment 35: Policy 19.0 b. Objective. Amend the objective to read ...in 2040 Growth Concept land use components, including central city, regional centers... (Tri-Met, 12/1/99)

JPACT Recommendation on Comment 35: Agree. Above language or something similar will be used for clarification.

Comment 36: Policy 19.0 e. Objective. Amend the objective to read ...programs and services that encourage employees to ~~change commuting patterns, use non-SOV modes,~~ such as.... (Tri-Met, 12/1/99)

JPACT Recommendation on Comment 36: Agree, in part. The TDM strategies described above would change commuting patterns. The concern here is that by changing commuting patterns, we may be encouraging employees not ride transit. The importance of transit to TDM is expressed in the policy sentence. Staff suggests the following amendment:
...programs and services that encourage employees to use non-SOV modes or change commuting patterns, such as....

Comment 37: Policy 19.1 Regional Parking Management. Amend opening sentence to read ...central city, regional centers, industrial areas, town centers...(Tri-Met, 12/1/99)

JPACT Recommendation on Comment 37: Disagree. In general, the UGMFP Title 2 Parking Maximum Map divides the region into Zone A and Zone B for parking maximum purposes. Zone A includes the mixed use centers of the Metro 2040 Growth Concept as well as areas which are within 1/4 mile of Tri-Met bus lines with 20 minute or better frequency at the PM peak, and areas within 1/2 mile of Light Rail. Zone B has less restrictive standards for parking maximums. Industrial areas in the region are for the most part included in Zone B.

Comment 38: page 1-56 second and third paragraph text; dilute emphasis on commute/peak hour; add...works cooperatively with employers, community based groups and other organizations to provide alternatives to driving alone ~~during rush hour~~. Next paragraph: replace ~~commuters~~ with people. (City of Portland, Tri-Met 12/1/99)

JPACT Recommendation on Comment 38: Agree.

Comment 39: Table 1.2. Include a map showing these locations with the non-SOV targets. Add non-SOV targets to the "Existing and Proposed TMA" placeholder map. Are non-SOV targets for all trips? By what date must the TPR 10 percent VMT/capita reduction requirement be achieved? (City of Portland, Tri-Met,12/1/99)

JPACT Recommendation on Comment 39: Agree, in concept. A map may be redundant, as Table 1.2 gets the message across. Detailed work on a map would not begin until January, 2000. The non-SOV targets are for all trips. The table and text will be clarified to indicate targets are for all trips and to add the deadline date.

Comment 40: page 6-13, first paragraph. Amend last sentence: Regional Street Design considerations ~~in this title~~ Title 6, transportation demand management strategies, and transit's role in serving the area. (Tri-Met, 12/1/99)

JPACT Recommendation on Comment 40: Agree.

Comment 41: page 6-13, second paragraph. Where is the overall analysis of mobility? Moving cars and transit is identified, but there is not an overall analysis of people movement. (Tri-Met, 12/1/99)

JPACT Recommendation on Comment 41: Refer to maps, tables and text in Section 3.3.

Transportation Finance

Comment 42: Revise Section 5.4 to reflect updated revenue figures. (TPAC, 12/4/99)

JPACT Recommendation on Comment 42: Agree. Amend as requested. See Attachment A for actual language.

Comment 43: Include graphics in Section 5.4 demonstrating:

1. the amount of revenue from each revenue source that is assigned to each cost strategy
2. the cost of improving roads/highways if maintenance is deferred over time

(TPAC, 11/23/99)

JPACT Recommendation on Comment 43: Agree. Amend as requested.

Comment 44: Clarify that the road maintenance fee could be implemented within each jurisdiction by ordinance of the governing body. (TPAC, 11/23/99)

JPACT Recommendation on Comment 44: Agree. Amend as requested.

Comment 45: Provide financial capital cost information in an annualized form to provide comparison with operation and maintenance costs. (TPAC, 11/23/99)

JPACT Recommendation on Comment 45: Agree. An annual cost, assuming implementation of capital projects in an even rate, with an annual inflation rate at accepted industry standards will be developed for the Strategic System and included as additional information in Section 5.4.

Comment 46: Include information about the effects of adding new capital projects to the costs of operations and maintenance of the Strategic System. (TPAC, 11/23/99)

JPACT Recommendation on Comment 46: Agree. This information will be developed and included as additional information in Section 5.4.

Comment 47: Would RTP amendments have to be federally acknowledged prior to the MTIP application process, and if so, how much time would this add to such a process? (City of Beaverton, 11/23/99)

JPACT Recommendation on Comment 47: In order for a project to be eligible for MTIP funding, the project must be identified in the RTP. Section 6.6.2 in Chapter 6 describes the process necessary for RTP project amendments. RTP amendments can occur concurrently with MTIP allocation.

Comment 48: Consider adding a flow chart to Chapter 6 that details a time estimate for the various phases and MTIP amendment scenarios. (City of Beaverton, 11/23/99)

JPACT Recommendation on Comment 48: This comment will be forwarded to the MTIP subcommittee.

Comment 49: Priority should be given to funding bicycle and pedestrian improvements identified in the RTP Strategic list. (Multnomah County Bicycle and Pedestrian Advisory Committee, 11/12/99)

JPACT Recommendation on Comment 49: Agree, in part. Completing the regional bicycle system is included Policy 16.0 in Chapter 1. "Stand alone" bicycle improvements to regional access bikeways and regional corridor bikeways are essential to completing the regional bicycle system, and should be given priority in the MTIP process. Policies 17.0 through 17.3 address pedestrian design, mode share increase and access. "Stand alone" pedestrian improvements in the central city, regional centers, town centers, station areas and main streets should be given priority in the MTIP process. However there are a number of cases in the RTP Strategic list where bicycle and pedestrian improvements are included with boulevard design improvements, widening roads and building new roads. Therefore, it would not be advisable to give priority to all bicycle and pedestrian improvements identified in the RTP strategic list. Care must be taken in prioritizing projects so that bicycle and pedestrian improvements that are best for the region are given the highest priority for funding.

Performance Measures

Comment 50: Performance measures for non-auto modes should be incorporated into the plan. (TPAC, 11/23/99)

JPACT Recommendation on Comment 50: Agree. The RTP includes a 2-tier congestion policy that differentiates between 2040 land use types, and a third tier that calls for alternative mode measures instead of congestion-based measures for certain centers and corridors. However, additional measures are proposed as outstanding issues for future RTP updates in Section 6.8.3.

Comment 51: Table 1.1 in the RTP should be revised to be consistent with the level of service policy in the Oregon Highway Plan (ODOT, 10/27/99).

JPACT Recommendation on Comment 51: Table 1.1 is consistent for statewide, regional and district routes. However, where Table 1.1 differs from the OHP on interstate highways and expressways (these are classified as principal arterials in the RTP), the level of service policy called out in the RTP is consistent with the previous level of service E standard proposed for the OHP. In redefining the level of service from "grades" to volume/capacity figures, the OHP moved to D being defined as acceptable, which is a significant change from the previous E standard proposed for the OHP, and subsequently used in the draft RTP.

Metro's E standard for interstate highways and expressways is based on a the 1997 LOS Alternatives Analysis, which examined the relative benefits of varying LOS standards. That analysis showed that a D standard would require a massive expansion of the highways and expressway system, with most routes expanded to 10 lanes. Such a capacity is not only financially prohibitive – eight times our current 20-year revenue forecast, and twice our Strategic System – but also would have dramatic social and environmental impacts. In contrast, the benefits of such a standard in terms of shortened travel times and reduced congestion were modest, compared to the standards proposed in the draft RTP. The OHP fails to provide a similar level of analysis that demonstrates why the new D/E standard is appropriate for the Metro region.

Comment 52: One-hour LOS modeling is needed to fully evaluate proposed improvements, because two-hour modeling does not determine all areas where LOS policy is exceeded. (Washington County, 10/27/99)

JPACT Recommendation on Comment 52: Agree, however, for 2020 model forecasts, the p.m. peak two hour period has been used because of peak spreading issues. Because of increasing p.m. peak one-hour congestion levels in the future, it is expected that there will be more peak spreading outside of the peak one hour. Metro's Travel Forecasting section has not been successful in creating a peak spreading model for the future, therefore two hour forecasts have been adopted. It is possible to use current 1994 survey p.m. peak one hour peaking factors, however this will probably overestimate peak one hour conditions in the future due to the effects of peak spreading.

For LOS analysis, Metro has developed criteria based on the total p.m. peak two-hour assignment, rather than separating the one-hour and remaining portion of the two-hour period. A table showing the LOS deficiency thresholds using only the p.m. peak two-hour assignment will be included in the RTP appendices. For the purpose of TSP development, however, the two-hour modeling is adequate, and refinements can be done at the project development level.

Comment 53: Expand Area of Special Concern criteria to acknowledge progress toward non-SOV targets as measure of compliance. (TPAC, 11/23/99)

JPACT Recommendation on Comment 53: Agree. Revise Section 6.7.6 as follows:

1. Adopt the following performance measures standards, and provide an analysis that demonstrates progress toward these measures in the local TSP:

Comment 54: Non-SOV targets in industrial areas and intermodal facilities are unattainable, given proposed transit service in those areas (Port of Portland, 10/29/99)

JPACT Recommendation on Comment 54: Agree, in part. The non-SOV targets are a long term measure of progress in implementing the 2040 Growth Concept, and are not intended as strict performance standards. In addition, the demand-responsive and vanpool transit service proposed for industrial areas is not modeled, but is intended to provide a high level of transit service to major employers. This proposed service is only reflected in the regional model by fixed route service due to technical limitations in the model. No change recommended to the draft RTP.

Comment 55: Non-SOV targets should be identified for the financially constrained RTP. (DEQ, 10/27/99)

JPACT Recommendation on Comment 55: Agree. This issue will be addressed by TPAC as part of developing the financially constrained RTP, which is a post-resolution activity. Changes will be incorporated prior to adoption of the RTP by ordinance.

Comment 56: Mid-Day LOS should be addressed prior to adoption of the RTP (Multnomah County, 10/27/99 and Westside Economic Alliance, 11/23/99)

JPACT Recommendation on Comment 56: Agree. A mid-day LOS analysis is proposed as part of the post-resolution work plan, prior to adoption of the RTP by ordinance.

Comment 57: The State TPR requirements and findings on VMT/capita reduction should be more clearly summarized (Multnomah County, 10/27/99)

JPACT Recommendation on Comment 57: Agree. Section 6.2.1 was expanded in the final draft, addressing this comment. In addition, findings on compliance with the state TPR will be developed as part of the post-resolution activities, prior to adoption by ordinance.

Comment 58: The draft RTP does not adequately call out that regional performance measures have been reduced from previous plans to allow a higher level of peak hour congestion to be considered as acceptable in the future. (Westside Economic Alliance, 11/23/99)

JPACT Recommendation on Comment 58: In 1997 Metro completed an extensive study of level of service alternatives that was used to develop a LOS policy for Chapter 2 (Transportation) of the Regional Framework Plan. The reduced level of service performance measure adopted in the Regional Framework Plan underwent extensive review and comment by TPAC, JPACT, MPAC, the Metro Council and citizens who participated in the Regional Framework Plan adoption process.

Comment 59: Metro should annually monitor the progress made toward implementing and funding the elements of the strategic system. (Westside Economic Alliance, 11/23/99)

JPACT Recommendation on Comment 59: Agree. Metro intends to compile a report annually to address this. In addition, Section 6.5.3 in Chapter 6 of the RTP outlines how benchmarks will be established to monitor RTP implementation over time.

Performance Measures

Comment 60: Do not require local compliance with Motor Vehicle Performance Measures (Table 1.1) in local TSPs. (City of Portland, 12/1/99)

JPACT Recommendation on Comment 60: The state TPR requires regional transportation system plans to include performance measures. The LOS measures in Table 1.1 are revised LOS measures that better recognize the relationship between land use, congestion and alternative mode potential. In addition, the expanded Areas of Special Concern provisions directly reflect new provisions

in the TPR that allow for new alternative measures where traditional motor vehicle level of service (A-F) measures are not appropriate or adequate. No change recommended to the draft RTP.

Local Planning Requirements and Project Development

Comment 61: The legal requirements of the RTP should be clearly spelled out in the document. (Westside Economic Alliance, 11/23/99)

JPACT Recommendation on Comment 61: Agree. Section 6.4 in Chapter 6 of the draft plan details what elements of the RTP apply to local plans.

Comment 62: Chapter 6.4.3 identifies Metro's role in local plan amendments. This section should clarify to what process this applies. (Westside Economic Alliance, 11/23/99)

JPACT Recommendation on Comment 62: As stated in this section, the intent is to "review local plans and plan amendments, and facility plans that affect regional facilities for consistency with the RTP." No revision is recommended.

Comment 63: Specifically address how the Oregon Highway Plan provisions for special transportation areas, commercial centers and urban business areas relate to the RTP. (MTAC, 11/18/99)

JPACT Recommendation on Comment 63: Agree. Staff recommends the following revision to page 6-7:

6.2.3 Special Designations in the Oregon Highway Plan

The Oregon Highway Plan (OHP) establishes three special district designations for certain areas along state-owned facilities. The purpose of the designations is to respond to unique community access and circulation needs, while maintaining statewide travel function. Though these special districts are generally identified jointly between ODOT and local jurisdictions, the RTP establishes a policy framework that supports these OHP designations through the 2040 Growth Concept and corresponding regional street design classifications contained in Section 1.3.5. The following is a summary of how RTP street design designations correspond to the OHP special district classifications:

Special Transportation Area (STA): this designation is intended to provide access to community activities, businesses and residences along state facilities in a downtown, business district or community center. In these areas, the OHP acknowledges that local access issues outweigh highway mobility, except on certain freight routes, where mobility needs are more balanced with local access.

The RTP addresses this OHP designation through the boulevard design classifications, which correspond to the 2040 central city, regional center, town center and main street land use components. In the Metro region, these land use components are eligible to be designated STAs, as defined in the OHP. Further, the application of the boulevard design classifications also factors in major freight corridors, and this design classification is generally not applied to such routes.

Commercial Center: this designation applies to relatively large (400,000 square feet) commercial centers located along state facilities. In these areas, the OHP allows for consolidate access roads or driveways that serve these areas, but such access is subject to meeting OHP mobility standards on the state highway serving the center.

The RTP supports this OHP designation with the throughway design classifications, which include freeway and highway design types. The throughway designs are mobility-oriented, and generally apply to routes that form major motor vehicle connections between the central city, regional centers and intermodal facilities. The throughway design classifications support the concept of limiting future access on a number of state facilities in the region that are designated as principal routes in the RTP.

Urban Business Area (UBA): this designation recognizes existing commercial strips or centers along state facilities with the objective of balancing access need with the need to move through-traffic.

In the Metro region, these areas are generally designated as mixed-use corridors in the 2040 Growth Concept, and a corresponding regional or community street design classification in the RTP which calls for a balance between motor vehicle mobility, and local access. These designs are multi-modal in nature, and include transit, bicycle and pedestrian design features, consistent with the OHP designation.

Comment 64: Clarify that the 2020 forecast requirement for local TSPs in Chapter 6 is only for transportation planning purposes, and does not apply to other land use planning requirements. (MTAC, 11/18/99)

Comment 65: Clarify local forecast option in Section 6.4.1 as it relates to overall planning for UGMFP purposes (MTAC, 11/18/99 and City of Portland, 12/1/99)

JPACT Recommendation on Comments 64 and 65: Agree. Revise Section 6.4.1 as follows:

"....2020 population and employment forecast contained in Section 2.1 and 2.3, or alternative forecast as provided for in Section 6.4.8 of this chapter, but only for the purpose of TSP development an analysis."

and revise the final paragraph in Section 6.4.1 as follows:

"...is amended to increase or decrease. The provisions in this section are for the purpose of TSP development and analysis, and do not necessarily apply to other planning activities."

Comment 66: Define "significant" in section 6.4.4, using a threshold number of SOV trips (MTAC, 11/18/99 and City of Portland, 12/1/99)

JPACT Recommendation on Comment 66: Agree. Amend Section 6.4.4 as follows:

....to add significant single occupancy vehicle (SOV) capacity to the regional motor vehicle system ~~multi-modal arterials, and/or highways~~. For the purpose of this section, significant SOV capacity is

defined as any increase in general vehicle capacity designed to serve 700 or more additional vehicle trips in one direction in one hour over a length of more than one mile.

In addition, this issue will be further addressed as part of a detailed examination of Chapter 6 by TPAC and JPACT as part of the post-resolution activities.

Comment 67: Clarify the opening paragraphs in section 6.4.1; opening text suggests that the RTP consists of recommendations and not requirements. (MTAC, 11/18/99)

JPACT Recommendation on Comment 67: Agree. Revise first sentence of first completed paragraph on page 6-8, and move below the Chapter 6 bullets on the same page, as follows:

"For the purpose of local planning, all the remaining provisions in the RTP are recommendations unless clearly designated in this section as a requirement of local government comprehensive plans."

Comment 68: Local plan amendments should be evaluated against the preferred system, not the strategic system (Washington County, 10/27/99)

JPACT Recommendation on Comment 68: The strategic system was developed to be "adequate" to meet the region's needs, and is the best measure of what can be expected to be in place in the long term as the RTP is implemented. The preferred system represents an optimal set of improvements that are largely unfunded, and thus serves as an overly optimistic basis for evaluating changes to local comprehensive plans. No change recommended to the draft RTP.

Comment 69: Clarify the MTIP section in Chapter 6 to allow air-quality neutral projects to be added to financially constrained system without affecting other projects. (ODOT)

JPACT Recommendation on Comment 69: Agree. Revise the final paragraph of Section 6.5.1 to read:

....to include the project or projects. In addition, when the constrained scenario is amended, continued financial constraint must be demonstrated by identifying additional revenues or removal of other projects from the constrained scenario. An exception to this requirement is any project deemed to be exempt from air-quality rules under OAR 340.20.1050 and OAR 340.20.1060. Except in the case of exempt...."

Staff Addendum to JPACT Recommendation: Staff has met with DEQ officials since the JPACT meeting on December 9, and recommends that the intent of the JPACT revision proposed for Comment 69 be expanded, and replaced with a new "Section 6.1.3 - Demonstration of Air Quality Conformity." This new section would replace the recommended change to Section 6.5.1, and include results of the upcoming air quality conformity analysis, based on the financially constrained system and other regionally significant projects that are determined to have a significant air quality impact.

In addition, this section will outline the process by which projects determined to be exempt from air quality conformity analysis can be added or subtracted without affecting a previous finding of conformity with federal air quality laws. The financially constrained network also forms the basis for the MTIP, so projects that are exempt from air quality could be substituted into the MTIP, given that financial

balance is retained. The findings in this new sections would be prepared for inclusion in the RTP ordinance.

Comment 70: Remove "benchmarks" from MTIP section of Chapter 6. (ODOT)

Comment 71: Establish benchmarks for each mode. (Rex Burkholder, 11/17/99; BTA, 11/23/99)

Comment 72: Use the benchmarks to build the program year phases of the RTP project list. (City of Portland, 12/1/99)

JPACT Recommendation on Comments 70, 71 and 72: OAR 660.012.0035(7) requires regional TSPs to include interim benchmarks to assure satisfactory progress toward meeting TPR provisions in five year increments. The benchmarks called for in Section 6.5.3 are included for this purpose. To clarify the purpose of the benchmarks, the following revision is proposed for Section 6.5.3:

"2. Findings.... in conjunction with other RTP monitoring activities.

In addition, benchmarks should be designed to track the following general information to the degree practicable for ongoing monitoring:

- progress on financing the strategic system
- progress in completing the modal systems described in Chapter 1
- relative change in system performance measures
- progress toward land use objectives related to the RTP
- relative comparisons with similar metropolitan regions on key measures

In addition, it is premature to set benchmarks for each mode because Metro does not have a complete inventory of existing infrastructure. It is Metro's intent to complete this inventory as part of developing the benchmarks. As a result, this issue will be further addressed as part of a detailed examination of Chapter 6 by TPAC and JPACT as part of the post-resolution activities.

Comment 73: Revise project maps in Chapter 5, as appropriate, to show "proposed" alignments as dashed lines. (TPAC, 11/23/99)

JPACT Recommendation on Comment 73: Agree. Revise maps as proposed.

Comment 74: Improve delineation of UGB and urban reserves on Chapter 5 project maps. (TPAC, 11/23/99)

JPACT Recommendation on Comment 74: Agree. Revise maps as proposed.

Comment 75: Amend 6.4.3 regarding Metro review of local plan amendments to better reflect local quasi-judicial processes, where staff reports are typically available 10 days prior to a hearing. (City of Portland, 12/1/99)

JPACT Recommendation on Comment 75: Agree. Recommend the following revisions to Section 6.4.3:

"...the jurisdiction shall forward the proposed amendments or plans ~~and accompanying staff report~~ to Metro prior to public hearings on the amendment..."

Comment 76: Revise wording on p. 5-49 to read:

"... urban reserve planning that will be led by Metro and local government partners."

(City Gresham, 11/22/99)

JPACT Recommendation on Comment 76: Agree. Amend as requested.

Comment 77: Amend the Peak Period Pricing bullet on page 4-15, to read "~~...can reduce the need for new roadways while providing~~ can provide some revenues for needed highway expansion. In addition, peak period pricing can manage congestion on new highway lanes, thereby extending their life and reducing the need for future expansions." This is a financing section, so the finance aspect should be emphasized. In addition, because this policy refers to the pricing of new lanes only, the demand management aspect should be clarified in a separate sentence. (TRO TAC, 12/1/99)

JPACT Recommendation on Comment 77: Agree. Amend as requested.

Comment 78: Amend page. 4-15, Peak period pricing bullet, second paragraph to copy the first three sentences to the last paragraph on peak period pricing on page 1-57 and delete the specific dollar amount references. In addition, revise the second sentence to read, "The Traffic Relief Options study, under undertaken with guidance from a citizen task force and completed by Metro..." (TRO TAC, 12/1/99)

JPACT Recommendation on Comment 78: Agree. Amend as requested.

Refinement Planning

Comment 79: Describe who will lead and finance refinement plans, and outline the issues that will be addressed in corridor planning; Metro should take the lead role in corridor planning. (1,000 Friends of Oregon, 12/2/99, Multnomah County, 10/27/99 and Washington County Coordinating Committee, 10/27/99)

Comment 80: Establish a prioritization for refinement plans contained in Chapter 6. (TPAC, 11/23/99)

JPACT Recommendation on Comments 79 and 80: Agree. Recommend the following revision to Section 6.7.4, as follows:

Section 6.7.4 Refinement Planning Scope and Responsibilities

In some areas defined in this section, the need for refinement planning is warranted before specific projects or actions that meet and identified need can be adopted into the RTP. Refinement plans generally involve a combination of transportation and land use analysis, multiple local jurisdictions and facilities operated by multiple transportation providers. Therefore, unless otherwise specified in this section, Metro or ODOT will initiate and lead necessary refinement planning in coordination with other affected local, regional and state agencies. Refinement planning efforts will be multi-modal evaluations of possible transportation solutions in response to needs identified in the RTP. The evaluation may also include land use alternatives to fully address transportation needs in these corridors. Appendix 3.1 describes the 1999 prioritization for refinement plans. Refinement plan prioritization and specific scope for each corridor is subject to annual updates as part of the Unified Work Plan (UWP).

(renumber subsequent sections in Chapter 6)

Comment 81: The Banfield corridor planning considerations should be recommendations, like other corridors described in this section. (City of Portland, 12/1/99)

JPACT Recommendation on Comment 81: Agree. Revise Banfield Corridor description on page 6-22 as follows:

"...Instead, local and special district plans ~~shall~~ should consider the following..."

Comment 82: Revise the McLoughlin-Highway 224 corridor planning section on page 6-29 to include the following revisions:

"Long term improvements are needed in this corridor to preserve access to and from the Central City from the Clackamas County area and to support downtown development in the Milwaukie town center."

and amend the second bullet, as follows:

"design access points to McLoughlin and Highway 224 to discourage traffic spillover onto Lake Road, 34th Avenue, Johnson Creek Boulevard, 17th Avenue and Tacoma Streets"

(City of Milwaukie, 11/19/99)

JPACT Recommendation on Comment 82: Agree. Revise as proposed.

Comment 83: Amend page 6-25, last bullet under the section on I-5 to 99W Connector to add a reference to consider HOV lanes. (TRO TAC, 12/1/99)

JPACT Recommendation on Comment 83: Agree. Amend as requested.

Comment 84: Amend first bullet on page 6-26 to read, "consider express, peak period pricing and HOV lanes and ~~peak period pricing~~ when adding highway capacity, especially west of Highway 217. (TRO TAC, 12/1/99)

JPACT Recommendation on Comment 84: Agree. Amend as requested.

Comment 85: Section 6.44; This section states that local jurisdictions must submit a "CMS compliance" report as part of system-level planning other studies and through findings consistent with the TPR in the case of amendments to applicable plans. While Metro is required to do CMS analysis, this has not been a requirement on local jurisdictions. Language should be rewritten to limit CMS analysis to transportation system plans and amendments to it and to comprehensive plan map changes that meet some threshold. (City of Portland, 12/1/99)

JPACT Recommendation on Comment 85: Disagree, in part. There is a local requirement for local jurisdictions to do CMS analysis. Refer to *Congestion Management System: Portland Metropolitan Area (Interim Document; January, 1996)*, and *RTP Technical Q & A (Metro handout to TPAC dated November 19, 1999)*. The latter was handed out to TPAC representatives, and answers a number of questions that have been asked regarding motor vehicle performance measures. Local jurisdiction CMS requirements described in the above document, memorandum and elsewhere in the RTP will be cross-referenced to this section. Local CMS requirements will be described in more detail in this section to avoid further confusion.

Comment 86: The RTP projects a system, both strategic and preferred that may be unrealistic to fund. At the very least, the RTP should include a plan of action based on existing revenue sources. This plan should not be simply a cut-back version of the proposed plan. Rather, it should recognize that without additional resources it will be impossible to continue a transportation system based on maximizing mobility of undifferentiated motor vehicle traffic. It could be argued that even the strategic and preferred systems fail to achieve this goal, despite the expenditure of billions of dollars, due to physical and social constraints. Recommendation:

- 1) Prepare a transportation program based on existing resources that recognizes that the regional road system as essentially complete. Set a high priority on maintenance of existing infrastructure, management techniques to maintain freight and person mobility (such as converting existing general purpose lanes to Freight/HOV/bus lanes and area wide pricing), and aggressively redevelops communities to be more accessible.
- 2) Prepare a regional transportation budget that includes all expenditures by jurisdictions and agencies by mode. Estimate private party expenditures by mode.

(Rex Burkholder, 11/17/99)

JPACT Recommendation on Comment 86: As described in the response to comments 1 and 2, the strategic system represents a minimum goal that will serve as a financial target for raising transportation revenue. The plan already includes an existing resource system that is not a "cut back", but was instead designed to best implement the 2040 Growth Concept with limited resources. The findings

on the performance of this system are described in Section 5.1, which concludes that this level of funding is inadequate to meet the growing transportation needs of this region.

While some principles proposed in this concept are already included in the RTP, the congestion pricing recommendations contradict those made by the TRO task force, and are not recommended as revisions by staff. Further, the comment that the RTP transportation budget should include all expenditures by jurisdiction and mode is not possible to compile at this time, due to varying accounting systems among public agencies. The RTP does include aggregate spending for capital projects, operations, maintenance and preservation costs, which is adequate for the purposes of the RTP financial analysis.

Specific Project and Service Recommendations

Comment 87: The Sunrise Highway (projects 5003-5006) will cause sprawl and should be removed from the RTP. (Citizens for Sensible Transit, 12/2/99)

JPACT Recommendation on Comment 87: Much of the Sunrise corridor is located within the existing urban area or within the Damascus urban reserve. Further, the corridor planning considerations located on page 6-24 include a number of objectives intended to reduce impacts on rural areas as a result of adding highway capacity in this corridor.

Comment 88: TV Highway corridor study recommendations on page 6-31 are premature, and should be advanced only after urban reserve decisions affecting areas south of Hillsboro are resolved. (Steve Lawrence, 12/2/99)

JPACT Recommendation on Comment 88: The TV Highway corridor study considerations on page 6-31 focus on providing a primary route between the Beaverton and Hillsboro regional centers, and is not driven by the addition of urban reserves. The RTP analysis shows that most of the predicted demand on this route results from development in the two regional centers that it serves, and in existing, adjacent urban areas in Washington County. Further, the purpose of the corridor study is to better evaluate potential transportation solutions for this route, and to address a travel need that would exist without the nearby urban reserves. In addition, JPACT recommends not proceeding with the proposed functional classification change to Tualatin Valley Highway and instead, retain the current classification of "Principal Arterial." JPACT will discuss this issue further and make recommendations prior to adoption of the RTP by ordinance.

Comment 89: Include sidewalks and bikeways in the planned McLoughlin viaduct reconstruction between Division Street and Powell Boulevard (Brooklyn Neighborhood, 12/1/99; Brooklyn Action Corps, 12/3/99)

JPACT & MPAC Recommendation on Comment 89: This issue is a local project development issue, not an issue to be addressed through the Regional Transportation Plan. This comment will be forwarded to the City of Portland for consideration.

Comment 90: Expand discussion of Highway 224 on page 3-53 to include the following additional bullet:

"Limiting the impact of through traffic on adjacent residential areas."

(City of Milwaukie, 11/19/99)

JPACT & MPAC Recommendation on Comment 90: Agree. Revise as proposed.

Comment 91: Expand discussion of Highway 99E on page 3-54 to include the following additional bullet:

"Supporting the redevelopment of the Milwaukie town center."

(City of Milwaukie, 11/19/99)

JPACT & MPAC Recommendation on Comment 91: Agree. Revise as proposed.

Comment 92: Delete RTP Project #3187, US 26 Overcrossing, from the RTP project list due to high cost and impact to existing development. (Don Waggoner, 10/20/99; Westside Economic Alliance, 11/23/99 and Randy Young, 12/1/99)

JPACT & MPAC Recommendation on Comment 92: Agree. Amend as requested.

Comment 93: Add a new project to the RTP that rebuilds I-5 between I-84 and Greeley Avenue. This project should be below-grade between NE Weidler Street and NE Oregon Street and completely covered between NE Broadway Street and NE Oregon Street. In addition, reconnect the Lloyd District street grid to the Rose Quarter. (Lenny Anderson, 10/26/99)

JPACT & MPAC Recommendation on Comment 93: Agree in part. This project is included in the RTP. Specific design elements of such a project would be determined through the Environmental Impact Statement and Final Design process.

Comment 94: Add a new project to the RTP to cover I-405 in the west end at the MAX line crossing. (Lenny Anderson, 10/26/99)

JPACT & MPAC Recommendation on Comment 94: Disagree at this time. The city of Portland is currently studying the potential for this project. Upon completion of this study, it would be appropriate to add the study's recommendation to the RTP project list.

Comment 95: Add a new project to the RTP to reconstruct the Eastbank I-5 freeway as either a covered, below-grade freeway or as an at-grade "boulevard" with traffic signals to improve pedestrian access to the river and allow use of the land adjacent to the Eastbank of the Willamette River. (Lenny Anderson, 10/26/99)

JPACT Recommendation on Comment 95: Prior studies o relocating the I-5 freeway from the east bank of the Willamette have concluded that the project is not a viable transportation option due to financial impacts.

Comment 96: Add a new project to the RTP to reconstruct Hawthorne/Madison Avenue couplet between SE 12th Avenue and Grand Avenue. (CEIC, 10/26/99)

JPACT Recommendation on Comment 96: The city of Portland has not identified this project as part of the city's 20-year needs. This comment will be forwarded to city of Portland staff for consideration.

Comment 97: Add a new project to the RTP to realign the Hawthorne Bridge ramp southbound to Martin Luther King Jr. Boulevard. (CEIC, 10/26/99)

JPACT Recommendation on Comment 97: The city of Portland has not identified this project as part of the city's 20-year needs. This comment will be forwarded to city of Portland staff for consideration.

Comment 98: Add a new project to the RTP to create a one-way couplet for Stark and Oak streets between Water Avenue and Grand Avenue. (CEIC, 10/26/99)

JPACT Recommendation on Comment 98: The city of Portland has not identified this project as part of the city's 20-year needs. This comment will be forwarded to city of Portland staff for consideration.

Comment 99: Add a new project to the RTP to relocate the I-5 Water Avenue off-ramp from the Morrison Bridge off-ramp. (CEIC, 10/26/99)

JPACT Recommendation on Comment 99: The city of Portland has not identified this project as part of the city's 20-year needs. This comment will be forwarded to city of Portland staff for consideration.

Comment 100: Add a new project to the RTP to extend the central city streetcar over the Hawthorne Bridge to connect to Broadway Avenue via the Grand/Martin Luther King Jr. Boulevard couplet. (CEIC, 10/26/99)

JPACT Recommendation on Comment 100: The city of Portland is currently studying the potential for this project. Upon completion of this study, it would be appropriate to add the study's recommendation to the RTP project list. In the interim, this comment will be forwarded to city of Portland staff for consideration.

Comment 101: Delete RTP Project #1061, SE 11th/12th Avenue Bikeway. (CEIC, 10/26/99)

JPACT Recommendation on Comment 101: This project extends from East Burnside Street to SE Gideon Street and constructs an important north/south regional access bikeway that connects southeast neighborhoods to the Portland central city, including the Lloyd District.

Comment 102: Add a new project to the RTP to widen the Ross Island Bridge to six lanes (three lanes in each direction) and to accommodate pedestrians and bicycles. (CEIC, 10/26/99)

JPACT Recommendation on Comment 102: Disagree at this time. Several alternatives are under consideration for future improvements to the Ross Island Bridge, including widening to six lanes, but a conclusion on a final project has not been reached.

Comment 103: Reconsider the Western Bypass Study recommendations to build a new bridge and road connection from Vancouver Lake to Hillsboro and south to I-5 at Newberg. (Michael Kepche, 10/26/99)

JPACT Recommendation on Comment 103: No change recommended. The Western Bypass Study concluded that a four-lane express type facility is warranted between Tualatin and Sherwood, along with other arterial improvements in south-central Washington County. The study also recognized the need for an additional lane in each direction on Highway 217. All of these improvements have been included in the RTP, including the I-5 to 99W connector and capacity improvements to Highway 217, Tualatin Valley Highway, Beef Bend-Elsner Road, Hall Boulevard. The study did not recommend a new road from Vancouver Lake to Hillsboro and south to I-5 at Newberg.

Comment 104: Add a new project to the RTP to install a traffic signal at the intersection of the Carver Bridge and Highway 224. (Wes Wanvig, 10/28/99)

JPACT Recommendation on Comment 104: This project is located outside of the Metro boundary and has been identified as a need in the rural portion of the Clackamas County Transportation System Plan. This comment will be forwarded to Clackamas County staff for consideration.

Comment 105: The RTP should consider additional crossings of US 26 and Highway 217 to relieve congestion at interchanges and improve multi-modal access across these facilities. (Pat Russell, 10/20/99)

JPACT Recommendation on Comment 105: Generally agree. The RTP recognizes the importance of multi-modal connections across freeways, particularly US 26 and Highway 217, to improve bicycle and pedestrian access and provide an alternative to interchange crossings for local trips. Although supported by regional policies, these crossings are difficult to evaluate at the regional level. As a result, the RTP recommends consideration of overcrossings as warranted by congestion at interchanges or to address local multi-modal access needs through local transportation system plans on a case-by-case basis as part of the local transportation planning process.

Comment 106: Add additional projects to the RTP to widen some local collector streets west of Beaverton regional center (Alexander Street, Bronson Road and Johnson Street) to improve local circulation. (Pat Russell, 10/20/99)

JPACT Recommendation on Comment 106: Generally agree. The RTP focuses improvements on streets of regional significance, primarily arterial streets, freeways and highways. However, the RTP recognizes the importance of an adequate collector-level street system to serve local traffic and reduce dependence on the regional system for local trips. As a result, the RTP identifies several improvements to streets designated as collectors of regional significance, particularly in major centers

such as Beaverton, Clackamas and Washington Square and parallel to principal arterial highways and arterial streets.

The local collector streets identified in the comment are not currently designated as collectors of regional significance. As a result, this comment will be forward to Washington County staff for consideration as part of the county's transportation system plan. In addition, the RTP identifies the need for a Tualatin Valley Highway corridor study that will consider complementary capacity improvements to parallel routes including Alexander Street. The RTP also identifies a three-lane extension of Johnson Street from 170th Avenue to 209th Avenue with sidewalks and bike lanes.

Comment 107: Add Sunnybrook Road interchange to Urban Clackamas County project map in Chapter 5. (Clackamas County, 11/17/99)

JPACT Recommendation on Comment 107: Agree. Amend as requested.

Comment 108: Revise RTP project label on Sunnyside Road in Clackamas regional center inset map in Chapter 5 from #5022 to #7022 to reflect actual project number. (Clackamas County, 11/17/99)

JPACT Recommendation on Comment 108: Agree. Amend as requested.

Comment 109: Need more frequent bus service on 257th Avenue. (Rowena Hughes, 10/21/99)

JPACT Recommendation on Comment 109: Agree. 257th between the I-84 frontage road and Powell Valley Road has been designated in the RTP as a Regional bus route and is included in the strategic system as a priority for future funding. A Regional bus route would provide a bus every 15 minutes during the day hours (less frequent at night), seven days a week. This would be a substantial improvement from current transit service.

Comment 110: Change the order of construction phasing for the Sunrise Corridor project. Construct the 152nd (Rock Creek) to US 26 section first and then the section between I-205 and 152nd. Claims eastern section is more congested because of fewer alternative routes than the western section. (Gene Smith, 10/21/99)

JPACT Recommendation on Comment 110: Metro's analysis demonstrates that congestion is worse in the I-205 to 152nd area of the corridor. Additionally, improved access to I-205 better supports development of the surrounding industrial area; a key job center in a part of the region with a deficit of jobs relative to housing. Finally, prioritizing access improvements to existing urban land within the urban growth boundary (UGB), especially the Clackamas regional center, supports land use goals of maximizing utilization of existing urban land rather than investing in access to land outside the UGB.

Comment 111: Project #2028 (SE Powell Boulevard widening) needs to be started sooner than the 2006-2010 timeframe. (Smiley Ragan, 10/21/99)

JPACT Recommendation on Comment 111: Timing of this project is tied to potential new urban growth in the Powell Valley and Damascus urban reserve areas and the ability to complete design and engineering work. Given these conditions, the 2006-2010 timeframe is an appropriate designation for this project.

Comment 112: Capacity of light rail system is approaching maximum capacity in downtown Portland. Commuter rail and streetcars could better serve transit needs north and east of the Portland central city and eliminate the need for the Interstate light rail project, preserving needed track capacity in the downtown. (Per Fagereng, 10/26/99)

JPACT Recommendation on Comment 112: Light Rail transit was selected as the preferred mode of high capacity transit improvement in this corridor after an extensive analysis and public involvement process through the South/North Corridor Study. The Interstate MAX light rail project, a segment within the South/North corridor, recently completed its Environmental Impact Statement (FEIS). The FEIS analyzed the track capacity of light rail in the central city. A summary of this analysis can be found on page 3-33 of the FEIS.

Comment 113: Plans for express bus service on Barbur Boulevard are a great idea as long as they are local buses. (Helen Farrens, 10/26/99)

JPACT Recommendation on Comment 113: The RTP designates Barbur Boulevard as a Potential light rail transit or rapid bus corridor. If Rapid Bus was selected as the preferred transit strategy for Barbur Boulevard, it would provide a mix of express bus service, with fewer stops, and local bus service with conventional stop spacing similar to current service. Transit preferential street treatments would help increase schedule reliability and travel time of the local bus service and additional passenger amenities would make transit service more comfortable along Barbur Boulevard.

Comment 114: Tri-Met lines 8 and 15 need to provide faster, more reliable service. (Penny Roth, 10/26/99)

JPACT Recommendation on Comment 114: Line 15 has been designated a Frequent Bus route and line 8 has been designated a Regional Bus route in the RTP. The additional frequency with which buses are planned to be provided will reduce travel time by reducing the amount of time required to wait for a bus to arrive. Transit preferential street treatments will further reduce travel time and increase schedule reliability on these routes.

Comment 115: There is a need for a second railroad bridge between the Port of Portland and the Port of Vancouver. (Michael Kepche, 10/26/99)

JPACT Recommendation on Comment 115: Disagree at this time. The existing bridge between these two ports is being studied as a part of the I-5 Trade Corridor study. Currently under consideration are the needs of additional track capacity on the bridge and a possible change in the lift-span location. Upon conclusion of the study, it would be appropriate to add the study's recommendation to the RTP project list.

Comment 116: The South/North light rail alignment should be on I-205 (between Clackamas and Vancouver Mall and then to downtown Vancouver, not the plan rejected by voters. Barbur Boulevard should have light rail improvements. (Art Lewellen, 10/26/99)

JPACT Recommendation on Comment 116: Metro has designated the I-5/McLoughlin/Hwy 224 corridor as the regions next priority for light rail improvements. This decision

was made after an extensive study that compared this corridor with high capacity transit improvements in the I-205 corridor. That voters rejected a funding proposal for a light rail proposal in the I-5/McLoughlin corridor does not change the need for light rail service in this corridor or its need relative to the I-205 corridor. As light rail transit has been designated as a long-term improvement in the McLoughlin/Highway 224 corridor, rapid bus improvements will be pursued in the interim. Given potential ridership and cost, rapid bus service is more appropriate in the I-205 corridor during the RTP planning period (through the year 2020).

The Barbur Boulevard corridor is designated as a potential light rail or rapid bus corridor in the RTP. Further study will provide further information for regional policy makers on the preferred type of high capacity transit improvement for this corridor.

Comment 117: The proposed bus plans in the RTP options lack adequate frequency, speed and critical linkages. Need a connected bus network providing 20-24 hour service, seven days a week with 10-15 minute headway frequencies; high demand corridors should have rail service. (Jim Howell, 10/26/99)

JPACT Recommendation on Comment 117: RTP policy is to provide the region with a network of high quality bus and rail service, complementary to the regions growth strategy, called the regional transit network. Components include:

- Light rail transit with minimum 10 minute headways during weekdays and weekend mid-days
- Rapid bus which emulates light rail in speed by having fewer stops than local bus service and includes transit preferential street treatments and has minimum 15 minute headways during weekdays and weekend mid-days
- Frequent bus provides local bus service but includes transit preferential street treatments and has minimum 10 minute headways during weekdays and weekend mid-days
- Regional bus provides local bus service with minimum 10 minute headways during weekdays and weekend mid-days and includes transit preferential street treatments at high ridership locations
- Streetcars provide local fixed-route transit service in high-density urban areas with minimum 15 minute headways during weekdays and weekend mid-days
- Commuter rail provides peak-hour service on freight rail tracks as an option to vehicle travel in congested corridors.

The strategic system plans for a three-fold increase in the amount of service hours provided by the year 2020, providing a significant increase in the frequency and coverage of transit service. Service levels beyond that recommended in the RTP are financially infeasible and beyond the level supported by ridership.

Comment 118: The imminent capacity problems on MAX are not addressed in the RTP. (Jim Howell, 10/26/99)

JPACT Recommendation on Comment 118: Agree. The RTP did not analyze track capacity in the Portland Central City because detailed analyses of this issue have been recently completed. The strategic system plans for east/west and Airport light rail to operate on the 1st Avenue and Morrison/Yamhill streets cross-mall and the South/North light rail lines to operate on the 5th/6th avenues transit mall by the year 2020.

A detailed analysis of the 5th and 6th avenues Transit Mall capacity was analyzed in the South/North DEIS (Metro, February '98). Using a transit network very similar to the RTP strategic system, this analysis demonstrated that there was adequate capacity for buses and South/North light rail on the 5th and 6th avenues transit mall through the plan year 2020. (See South/North DEIS pages 4-14 through 4-16 for detailed summary).

The North Corridor Interstate MAX final environmental impact statement (FEIS; Metro, October '99) analyzed capacity of the SW 1st Avenue and Morrison/Yamhill Streets cross-mall capacity issues. The existing east/west light rail and airport light rail are projected to have 20 trains operating in the peak direction during the peak hour in the year 2020. The analysis demonstrates that there is adequate capacity on the cross-mall alignment for this number of trains. (See North Corridor Interstate MAX FEIS pages 3-32 through 3-33 for detailed summary).

Comment 119: The (RTP) continues proposing Clackamas Town Center as major destination (for light rail transit) despite public rejection (of this alternative). Light rail on Barbur Boulevard should be in the RTP. (Jim Howell, 10/26/99)

JPACT Recommendation on Comment 119: There are four levels of light rail service and planning distinguished in Regional Transportation Plan policy (Figure 1-16); existing, planned, proposed light rail and potential light rail or rapid bus. Planned light rail is under construction or has a regional commitment to financing the project. Planned light rail designations include the Airport and Interstate Avenue light rail projects. Proposed light rail is designated in corridors where corridor planning work has been completed and a light rail project has been adopted by the region as the long-term solution for transit service in that corridor. Proposed light rail has been designated as the region's long-term transit solution for service to the Clackamas regional center and to Vancouver, Washington. Interim transit improvements will be studied in the McLoughlin/Hwy 224 corridor to Clackamas regional center as local funding for light rail improvements in this corridor were not approved in the November 1998 election.

Potential light rail or rapid bus are designated in corridors where it is apparent from the RTP analysis that some form of high capacity transit service is justified and desirable in the corridor but that further corridor study is needed to determine the mode, termini and design of the transit improvement. This designation has been proposed for the Barber and Oregon City corridors. The strategic system includes costs of improvements for rapid bus service on Barber Boulevard between downtown Portland and King City, which is a reasonable expectation in the 20-year time period. However, when studies are initiated, light rail could emerge as a preferred option.

Comment 120: Over 100 miles of rail lines in the metropolitan area are not being considered for passenger service in the RTP. (Jim Howell, 10/26/99)

JPACT Recommendation on Comment 120: Several existing freight rail lines in the region have been designated (See Figure 1.16) as potential commuter rail lines. These include service between:

- Wilsonville and Beaverton
- Sherwood and Portland via Milwaukie
- Wilsonville and Portland via Milwaukie
- Lake Oswego and Portland
- Extension of Wilsonville service to Salem

The strategic system included capital and operating costs for peak-hour commuter rail service between Wilsonville and Beaverton. It also includes planning studies for commuter rail service in the other four corridors and money for trestle repairs on the Willamette Shore Railway (Portland to Lake Oswego) to support future commuter service on that facility.

Comment 121: Opposed to the designation of light rail to Clackamas County. (Eugene Schoenheit, Ed Zumwalt, Dick Jones, 10/28/99)

JPACT Recommendation on Comment 121: There is a long-term need for a high capacity transit improvement in the McLoughlin/Highway 224 corridor due to significant congestion in the corridor, even with additional vehicle capacity improvements on McLoughlin Boulevard and Highway 224. Metro's South Corridor Study will recommend interim transit improvements to address short-term needs in the corridor. A transit alternative that provides a viable alternative to expected road congestion is important to maintaining the economic vitality of and planned growth in this corridor.

Furthermore, the Regional Framework Plan calls for Regional Centers to be served by and connected to the Portland Central City and other regional centers by light rail. After extensive analysis and public involvement through the South/North Transit Corridor Study, the region has designated the South/North corridor (which includes the McLoughlin/Highway 224 corridor) as the next priority to receive high capacity transit improvements. It also adopted light rail as the preferred high capacity transit mode for this corridor. As part of the region's priority for receiving high capacity transit improvements, it is appropriate to be included as a project to be built within the 20 year time-frame of the RTP. Prior to pursuing funding and construction of a high capacity transit alternative in the future, regional decision-makers could reevaluate whether light rail transit is still the preferred mode of high capacity transit in this corridor.

Comment 122: Not supportive of the South/North alignment as designated in the RTP. (Rob Kappa, 10/28/99)

JPACT Recommendation on Comment 122: The current alignment designated in the RTP is the alignment that was selected by JPACT and the Metro council through the South/North alternative analysis and environmental impact study process. An extensive analysis and public involvement process lead to the selection of this alignment. Should regional transportation policy officials

decide to pursue funding and construction of a high capacity improvement in this corridor, they have the opportunity to re-evaluate the alignment shown in the RTP.

Comment 123: Supports construction of a new south/north arterial in the east part of the metropolitan area linking the Clackamas area with the Columbia Corridor area. (Dick Jones, 10/28/99)

JPACT Recommendation on Comment 123: Agree. The RTP designates improvements to SE 172nd Avenue to create a five-line arterial and to connect it to 181st Avenue in East Multnomah County that provides a continuous route from the Sunrise corridor to I-84 and Airport Way. These projects are included in the Strategic system.

Comment 124: There should be bus service from Oregon City to Tualatin or Wilsonville. (Bob Shannon, 10/28/99)

JPACT Recommendation on Comment 124: Agree. The RTP designates Rapid Bus service on I-205 between Oregon City and Tualatin. This service is included in the strategic transportation system.

Comment 125: Make the Central City Streetcar extension to North Macadam a priority in the RTP. (Julie North, 10/28/99)

JPACT Recommendation on Comment 125: Disagree at this time. The city of Portland is currently studying the potential for this project. Upon completion of this study, it would be appropriate to add the study's recommendation to the RTP project list.

Comment 126: Wants cross-town bus service on NE Prescott Street and 92nd Avenue, connecting Swan Island, Gateway and Clackamas Town Center. (anonymous survey, Oct. '99)

JPACT Recommendation on Comment 126: Agree. The RTP designates a new Regional Bus route from Swan Island to Gateway transit center via Prescott Street (using Alberta Street between MLK Blvd. and 39th Avenue). This service is included in the strategic transportation system.

Comment 127: The first priority (for public investment in the transportation system) must be the improvement of the public transit system, combined with an absolute stop to additional pavement for roads, highways and parking. (Citizens for Better Transit; Ray Polani, Co-Chair, 11/1/99)

JPACT Recommendation on Comment 127: The RTP planning process first attempted to meet regional transportation needs (as measured by regional level of service standards) by considering investments in alternatives to expansion of the road and highway network. Only after considering all alternatives were road capacity expansion projects allowed to be added to the RTP. Investment in the public transit system alone did not meet regional standards of level of service.

Comment 128: Recommends prompt implementation of a transit intensive RTP study. (Work program description attached). (Citizens for Better Transit; Ray Polani, Co-Chair, 11/1/99)

JPACT Recommendation on Comment 128: The current RTP analyzes an existing revenue transportation network and two networks that represent reasonable investments in transit, other

single occupant vehicle (SOV) alternative modes and road/highway projects. These networks include significant investments in the transit system but also include road capacity projects where warranted to meet regional transportation level-of-service standards. Completion of a transit only network is not warranted given costs and delay to the planning process such an analysis would require, not being responsive to regional transportation goals and standards, and the inability to finance such a system.

Comment 129: Regional Public Transportation System map: show a regional bus on Scholls Ferry Road connecting Raleigh Hills to Washington Square. (Robert Bothman, 11/4/99)

JPACT Recommendation on Comment 129: Agree. Regional Bus is a part of the strategic transit network and was mistakenly left off of the Regional Public Transportation System map. Include this change.

Comment 130: Wants to see transit shuttle service to Oxbow Park. (Marian Drake, 11/8/99)

JPACT Recommendation on Comment 130: While the RTP supports the provision of shuttle or mini-bus service as a part of the community transit network, it does not designate specific routes that should receive this service. Route planning for the community transit network is reviewed and adjusted annually as part of service planning by Tri-Met. As managers of this facility, the Metro Parks Department may be interested in working with Tri-Met or a private service provider to consider provision of this service in the future.

Comment 131: Delete the Beaverton portion of Project #3224 from RTP Project List. This project widened Farmington Road to seven lanes. The Beaverton TSP update in 2000 will look at the Farmington Road corridor in more detail. In addition, the traffic analysis for the preliminary engineering phase of the recently approved MTIP project on Farmington Road will provide a detailed analysis of the segment and recommended mitigation. (City of Beaverton, 11/23/99)

JPACT Recommendation on Comment 131: Agree. However, staff recommends removing the entire project from the RTP project list and Figure 5.16. This recommendation recognizes a significant amount of additional analysis will be conducted for this corridor in the next year by Beaverton and as part of the Tualatin Valley Highway Corridor study identified in Chapter 6 of the RTP. It seems premature to recommend widening Farmington Road to seven-lanes prior to the completion of this additional work. This recommendation recognizes that additional projects may be added to the RTP project list based on the traffic analysis conducted as part of the Beaverton TSP update, the preliminary engineering phase of widening Farmington Road to five lanes and the Tualatin Valley Highway Corridor Study.

Comment 132: Revise name of project #2093 to be "Marine Drive Safety Corridor Plan." (City of Portland and Multnomah County, 12/1/99)

JPACT Recommendation on Comment 132: Agree. Amend as requested.

Comment 133: Add RTP project to widen 170th Avenue (#3084) to map in Figure 5.16 on page 5-69. (Washington County, 11/30/99)

JPACT Recommendation on Comment 133: Agree. Amend as requested.

Comment 134: Revise description for Project #4006 to read:

“Construct a full direction access ~~full diamond~~ interchange at I-5 and Columbia Boulevard based on recommendations from the I-5 North Trade Corridor Study.” (ODOT, 11/30/99)

JPACT Recommendation on Comment 134: Agree. Amend as requested.

Comment 135: Move Foster-Powell I-205 Ramp Study (#1164) to the 2000-05 strategic time frame to ensure this study occurs prior to construction of Powell Boulevard improvements (#2028) which is in the 2006-2010 time period. (ODOT, 11/30/99)

JPACT Recommendation on Comment 135: Agree. Amend as requested.

Comment 136: Will jurisdictions be able to comment on the major transit stop designations prior to the RTP adoption by ordinance? (City of Beaverton, 11/23/99)

Comment 137: The designation of major transit stops will create confusion and inconsistencies for jurisdictions that are going beyond State Transportation Planning Rules with regard to regulations on the relationship between transit and development. Also concerned about clarity of what is required and cost of providing pedestrian crossings at transit stops. (City of Portland, 12/1/99)

JPACT Recommendation on Comments 136 and 137: The requirement for transportation system plans to identify transit facilities, including major stops comes from the Oregon transportation planning rule (TPR). Metro will add language to the RTP to clarify that local jurisdictions may establish regulations or standards beyond those required by the TPR. Upon completion of the RTP post-resolution work plan, a public review period will occur prior to adoption of the RTP by ordinance, allowing jurisdictions to comment on major transit stops that will be mapped as part of the RTP.

Staff agrees that language should be clarified on what is required for pedestrian crossings at transit stops. However, providing marked crossings at major transit stops is an implementation requirement of Metro street design policies in Chapter 1 of the RTP.

The transit stop section should read:

6.4.10 Transit Stop Locations

1. (add) Local jurisdictions may adopt regulations beyond the minimum requirements of the State transportation planning rule; section 660-012-0045 or this regional transportation plan to implement their transportation system plans.

- Provide ~~marked~~ for direct and logical pedestrian crossings at transit stops and marked crossings at major transit stops.

Comment 138: Amend RTP Project list and Figure 5.15 to move Project 6012 to the 2006-2010 time period. (City of Beaverton, 11/23/99)

JPACT Recommendation on Comment 138: Agree. Amend as requested.

Comment 139: Move Stark Street Improvements (#2102) to 2000-2005 timeframe as priority for funding over Burnside Road boulevard improvements. (City of Gresham, 11/22/99)

JPACT Recommendation on Comment 139: Agree. Amend as requested. This project is included on the Existing Resources network.

Comment 140: Include bikeway improvements on 162nd Avenue between Halsey and Glisan in the 162nd Avenue bikeway project (project #2130). (City of Gresham, 11/22/99)

JPACT Recommendation on Comment 140: Metro data shows this section of 162nd Avenue as already striped with bike lanes (Halsey to Stark) and therefore have not included it in the 162nd Avenue bikeway project.

Comment 141: Move timing of Civic Neighborhood light rail station project (#2027) up to 2000-2005. (City of Gresham, 11/22/99, Multnomah County)

JPACT Recommendation on Comment 141: Agree. Amend as requested, subject to meeting transit-oriented development objectives for this station.

Comment 142: Add project of improving Sandy Boulevard (122nd to 238th) to 3-5 lane urban road in the 2011-2020 time frame. (City of Gresham, 11/22/99)

JPACT Recommendation on Comment 142: Agree. A portion of this project was included in the Metro January 1998 Citizen Advisory Committee Idea Kit. The project generally addresses a system design objective of providing parallel arterial improvements to the Interstate freeway system. Metro will work with jurisdictional staff to develop a project description and preliminary cost estimate.

Comment 143: Show the 172nd Avenue extension (#7005) as a dashed line on the map as the project alignment is not determined. (Multnomah County, 10/27/99)

JPACT Recommendation on Comment 143: Agree. Amend as requested.

Comment 144: Change the scope of the Division Street bikeway project (#2056) of 182nd to Wallula to 174th to Wallula. (Multnomah County, 10/27/99)

JPACT Recommendation on Comment 144: Agree. Amend as requested.

Comment 145: Change the timeframe of the Division Street Frequent bus (#2025) to 2000-2005 rather than 2006-2010. (Multnomah County, 10/27/99)

JPACT Recommendation on Comment 145: Agree. Amend as requested.

Comment 146: Add Halsey Street bike lane 162nd to 181st Avenues project to the Strategic List (2000-2005). (Multnomah County, 10/27/99)

JPACT Recommendation on Comment 146: Agree. Amend as requested.

Comment 147: Differentiate how expansion of transit service hours are proposed to be allocated between new transit coverage, increases in peak and off-peak headway frequencies and increases in weekend service. (Metro, 12/2/99)

JPACT Recommendation on Comment 147: Add the following language to Chapter 5.3.1; Alternative Mode Performance:

"Of the new transit service provided to the region on an average weekday, the forecast is that: 31 percent would provide new coverage, 36 percent would expand the length of and increase the frequency of peak-hour service on existing routes, 23 percent would provide more frequent service during the off-peak hours on existing routes and 10 percent would provide longer service days on existing routes."

General Text Edits Recommendations

Comment 148: On page vii, recognize that congestion is a part of urban living, and not necessarily a bad thing as long as there are options available. Amend first bullet: ~~limit the amount of congestion motorists experience,~~ and provide alternatives to avoid congestion (Rex Burkholder, 11/17/99; BTA, 11/23/99)

JPACT Recommendation on Comment 148: Agree. As an alternative to the above amendment language, replace ~~motorists~~ with people.

Comment 149: Clarify that in Table 2.1, page 2-2, the term "intra-Metro UGB" refers to the Multnomah, Washington and Clackamas counties within the urban growth boundary. (RTC, 11/24/99)

JPACT Recommendation on Comment 149: Agree. Amend footnote through RTP document to read, "Within Metro urban growth boundary, (excludes Clark County, WA, and areas of Clackamas, Multnomah and Washington counties outside of the Metro urban growth boundary.)" as requested.

Comment 150: Revise Table 2.2 to reflect accurate population and employment numbers for Clark County. Currently the table shows the population and employment forecast for Clark County and rural reserves as being the same in 1994 and 2020. (RTC, 11/24/99 and DLCD, 12/2/999)

JPACT Recommendation on Comment 150: Agree. Tables 2.2, 2.3 and 2.4 and Figures 2.4 and 2.5 and relevant text will be updated to reflect the actual population, household and employment forecast numbers. The following numbers are accurate:

Combined RTP Subarea	Population			Employment		
	1994	2020	Increase	1994	2020	Increase
Rural reserves	123,868	196,806	72,938 (+ 59%)	31,956	53,844	21,888 (+ 68%)
Clark County, Wa.	282,437	480,387	197,950 (+ 70%)	123,759	228,523	104,764 (+ 85%)

Comment 151: Consider deleting Figure 2.1 categories not graphed elsewhere in Chapter 2 for clarity. (City of Beaverton, 11/23/99)

JPACT Recommendation on Comment 151: The purpose of Table 2.1 is to summarize the population, household and employment forecast for both the four-county region and for the Oregon portion of the region within the urban growth boundary. While the intra-UGB forecast is not graphed, the forecast is the basis for evaluating the performance of the different RTP systems described in Chapters 2, 3 and 5.

Comment 152: Amend page 2-7, Section 2.3.1, first sentence to add "...the focus of employment growth." (City of Beaverton, 11/23/99)

JPACT Recommendation on Comment 152: Agree. Amend as requested.

Comment 153: Amend page 2-13, Section 2.5.1, fourth sentence to add "...expected to increase faster..." (City of Beaverton, 11/23/99)

JPACT Recommendation on Comment 153: Agree. Amend as requested.

Comment 154: Amend page 3-8, last sentence of Section 3.2 to add "...requirements is described in Chapter 6..." (City of Beaverton, 11/23/99)

JPACT Recommendation on Comment 154: Agree. Amend as requested.

Comment 155: Amend page 3-61, findings, second sentence to read "...remained relatively uncongested..." (City of Beaverton, 11/23/99)

JPACT Recommendation on Comment 155: Agree. Amend as requested.

Comment 156: Amend page 3-65, first bullet under Murray Boulevard discussion to change reference from Farmington town center to Murray Scholls town center. (City of Beaverton, 11/23/99)

JPACT Recommendation on Comment 156: Agree. Amend as requested.

Comment 157: Clarify last sentence on page 4-10. (City of Beaverton, 11/23/99)

JPACT Recommendation on Comment 157: Agree. Amend sentence to read, "If HB 2082 is implemented...is expected to be available in the year 2000..."

Comment 158: Clearly distinguish between the Existing Resources System and Financially Constrained System throughout the document. (City of Beaverton, 11/23/99)

JPACT Recommendation on Comment 158: Agree. Amend as requested.

Comment 159: Change references to the Strategic System to refer to the Existing Resources System in the titles of Table 5.2, 5.3 and 5.4. (City of Beaverton, 11/23/99)

JPACT Recommendation on Comment 159: Agree. Amend as requested.

Comment 160: Amend page 5-4, first sentence to delete first "also." (City of Beaverton, 11/23/99)

JPACT Recommendation on Comment 160: Agree. Amend as requested.

Comment 161: Amend page 5-4, last sentence to read "Freeways in the existing...vehicle hours of delay as..." (City of Beaverton, 11/23/99)

JPACT Recommendation on Comment 161: Agree. Amend as requested.

Comment 162: Amend page 5-11, future studies bullet, second sentence to read "Corridor refinement plans to developed..." (City of Beaverton, 11/23/99)

JPACT Recommendation on Comment 162: Agree. Amend as requested.

Comment 163: Amend page 5-22, fifth sentence to delete the word "than." (City of Beaverton, 11/23/99)

JPACT Recommendation on Comment 163: Agree. Amend as requested.

Comment 164: Amend page 5-22, last sentence to read "...has 77 more hours of delay..." (City of Beaverton, 11/23/99)

JPACT Recommendation on Comment 164: Agree. Amend as requested.

Comment 165: Use a different picture concerning development in the Pleasant Valley area and change the caption of Pictures #1 and #2 and change the project descriptions of the Powell/Foster studies for consistency with Chapter 6. (City of Gresham, 11/22/99)

JPACT Recommendation on Comment 165: This portion of the RTP is a placeholder for a description of the projects in each RTP sub-area. Pictures and captions of the sub-areas and project descriptions will be incorporated into the final document as space and budget allow.

Comment 166: Amend RTP project list to reflect Hollywood and Lents Town Centers and Gateway regional center to reflect TGM study recommendations for these centers. (City of Portland, 12/2/99)

JPACT Recommendation on Comment 166: Agree. Amend as requested.

Glossary Recommendations

Comment 167: Amend glossary definition for HCT corridor, page G-4, to spell out High capacity transit. (City of Beaverton, 11/23/99)

JPACT Recommendation on Comment 167: Agree. Amend as requested.

Comment 168: Amend glossary to add a definition of light rail transit. (City of Beaverton, 11/23/99)

JPACT Recommendation on Comment 168: Agree. Amend as requested.

Comment 169: Amend glossary to add a definition of transportation control measures. (City of Beaverton, 11/23/99)

JPACT Recommendation on Comment 169: Agree. Amend as requested.

5.4 Possible Revenue Strategies for 2020

The following is a general description of what would be necessary to provide revenues to fund the Strategic transportation system. A more detailed financial analysis is necessary to accurately identify how much revenue would be raised by increases in existing revenue sources or by the creation of new revenue sources. Further study and engineering is also needed to more accurately estimate the project costs of the Strategic system.

Each agency or jurisdiction that administers a revenue source has the authority to control the spending of additional revenues from those sources in accordance with any laws governing the revenue source. The following scenarios are only to illustrate the magnitude of what would be required to fund the strategic transportation system. Three possible scenarios for raising the revenues necessary to fund the strategic system are described for comparative purposes but do not constitute an adopted financial strategy for the region.

5.4.1 Traditional Sources

This strategy would be to rely on increases in the rates of existing revenue sources to fund the strategic transportation system. Existing revenue sources are familiar to those affected and usually do not require the creation of additional administrative systems to collect and distribute the revenues.

Increases in the following revenue sources could provide the resources necessary to fund the strategic system.

Increase in the State Gas Tax and Vehicle Registration Fee. The state gas tax and vehicle registration fee could be increased to a level that would adequately fund state highway OMP and provide resources necessary to fund highway modernization and expansion costs in the region. Due to revenue sharing of state trust fund money by the state to the cities and counties of the region, additional revenues would also be available for OMP and capital projects for the road system in the region.

An annual increase of 1 cent in the state gas tax from the existing 24 cents per gallon through the year 2020 would make available an additional \$3.8 million in the year 2000 and \$96 million by the year 2020 for state highway OMP in the region. This amount of additional revenue would adequately fund state highway OMP in the region and provide approximately \$20 million (YOES) for state highway modernization projects in the region during the course of the 20 year planning period.

An increase in the state vehicle registration fee by \$10 per year would make available an additional \$5.5 million in the year 2000 increasing to \$7.7 million by the year 2020 for the modernization of state highways in the region. If used for highway modernization, this additional \$10 fee would result in a year of expenditure equivalent of \$92 million during the course of the planning period. To provide enough revenue to fund the capital projects in the strategic highway system in the metro region would require an increase of \$190 annually (to a total of \$210) of the state vehicle registration fee.

Under current revenue sharing rates, an annual increase of one cent to the state gas tax would provide an additional \$4.9 million dollars to the cities and counties in the region in the year 2000,

increasing to \$127 million by the year 2020. These additional revenues would allow the region to begin funding the cost of maintaining and preserving current pavement and bridge standards in the region by the year 2007, although there would continue to be a shortfall until that time.

An increase in the state vehicle registration fee by \$10 per year would result in additional \$5.6 million in the year 2000, increasing to \$7.3 million by the year 2020 for metro area local governments. This would have a year of expenditure value of \$86 million for road capital projects. If the state vehicle registration fee was increased by \$190 annually in an attempt to fund the strategic state highway system, local governments could fund an additional \$1.66 billion of the strategic road system.

Increase in Local Vehicle Registration Fee. A \$20 vehicle registration fee imposed by the three counties of the region would generate an additional \$408 million in year-of-expenditure dollars for road capital projects in the region. With the additional state revenue, this would create enough revenue to fund the strategic road system.

Increase in Local Gas Tax. To improve current pavement standards of the road system, the local gas tax could be increased by the three counties of the region. An increase to a uniform 18 cents per gallon would be needed to fully fund OMP costs of the road system, in addition to revenues shared from increases in the state gas tax.

Increase in Payroll Tax and Passenger Fares. Transit operations and maintenance costs of the strategic system could be funded through increases in the payroll tax and passenger fares. An increase of approximately .1 percent in the payroll tax with an additional .1 percent increase in the year 2004 would fund operations and maintenance costs of the strategic transit system.

Property Tax Bonds. Property tax bonds could provide revenues to match federal discretionary grants for the capital costs of the light rail system as was done on the westside light rail project. An additional \$650 million in property tax based bonds would be needed to match federal grants for light rail projects that have no identified local match at this time.

With these property tax bonds and the allocation of \$1,040 million of flexible revenues, the capital costs of the strategic transit system could be nearly funded.

5.4.2 Growth and User Based

This strategy would attempt to ensure that fees and revenues generated by development pays for all impacts that development has to the existing transportation system and pays for all new transportation services required by the development. Costs to maintain and operate the transportation system would be shared by everyone.

Priced Lanes with Added Freeway Capacity. This strategy would price new freeway capacity with the goal of maximizing revenue up to recovering the full cost of these projects.

The following highway projects could be built with priced lanes to help offset capital costs of the project:

- Tualatin-Sherwood connector
- Highway 26 widening

- Highway 217 widening
- McLoughlin Boulevard widening; Harold to Hwy 224
- Sunrise Highway; I-205 to US 26
- I-5 North widening (portions only); Going Street to the Interstate Bridge
- I-205 North widening; Oregon City to I-84

Pricing lanes of freeway expansion projects would reduce the amount of increase to the state vehicle registration fee needed to fully fund the highway capital costs in the region. These projects are currently being studied and a cost recovery rate will be estimated for each project by Metro within the next year. For purposes of this RTP, a 20 percent capital cost recovery rate of all these projects are assumed. This recovery rate would reduce the capital cost of the strategic highway system from \$1.96 billion to \$1.68 billion.

Increase in the State Gas Tax and Vehicle Registration Fee. As with the Traditional Resources strategy, the state gas tax and vehicle registration fee could be increased to a level that would adequately fund state highway OMP and provide resources necessary to fund highway modernization and expansion costs in the region. Due to revenue sharing of state trust fund money by the state to the cities and counties of the region, additional revenues would also be made available for OMP and capital projects for the road system in the region.

An increase of 1 cent in the state gas tax each year would adequately fund state highway OMP in the region and provide approximately \$20 million (YOES) for state highway modernization projects in the region during the course of the 20 year planning period.

An increase in the state vehicle registration fee could fund state highway capital costs in the region for those costs not recovered by priced freeway lanes. To provide enough revenue to fund the capital projects in the strategic highway system in the metro region would require an increase of \$160 annually (to a total of \$180) to the state vehicle registration fee.

Under current revenue sharing rates of state gas taxes to Oregon cities and counties, an annual one cent state gas tax increase would provide an additional \$4.9 million dollars to the cities and counties in the region in the year 2000, increasing to \$127 million by the year 2020. This additional revenue would allow the region to fully fund the cost of maintaining and preserving current pavement and bridge standards in the region by the year 2007, although there would continue to be a shortfall until that time.

An increase in the state vehicle registration fee by \$10 per year would result in additional \$5.6 million in the year 2000, increasing to \$7.3 million by the year 2020 for metro area local governments. If the state vehicle registration fee was increased by \$160 per year in an attempt to fund the strategic state highway system, local governments would be able to fund an additional \$1.38 billion of capital costs of the strategic road system.

Increase in Local Vehicle Registration Fee. A \$20 vehicle registration fee imposed by the three counties of the region would generate an additional \$408 million in year-of-expenditure dollars

for road capital projects in the region. With the additional state revenue, this would create enough revenue to fund all but \$264 million of the strategic road system.

Implement Road Maintenance Fee. A road maintenance fee similar to the fee used by the City of Tualatin, implemented throughout the region, could provide an additional \$22 million to \$32 million per year for road maintenance in the region. With the additional revenues available for road OMP from the increase in the state gas tax, a portion of the backlog of maintenance needs could be addressed. Additional revenue could be raised from this source by adjusting the rate structure to reflect a higher percentage of actual road OMP costs within each jurisdiction.

Increase in Local Gas Tax. To improve current pavement standards of the road system, the local gas tax could be increased by the three counties of the region. An increase to a uniform 12 cents per gallon, along with the Road Maintenance Fee, would be needed to fully fund OMP costs of the road system, in addition to revenues shared from increases in the state gas tax.

Increase in System Development Charges. System development charges could be increased by jurisdictions to provide for:

- all capital costs of new roads associated with the development,
- a contribution to a road modernization fund for impacts to the existing road network, to fill the \$264 million funding gap for capital projects of the strategic system, and
- a contribution to a transit capital improvements fund for costs associated with providing new or improved transit service to a community. This revenue could fill a gap of \$292 needed for transit capital projects.

Property Tax Bonds. Property tax bonds could provide revenues to match federal discretionary grants for the capital costs of the light rail system as was done on the westside light rail project. An additional \$650 million in property tax based bonds, less what could be raised with increases in system development charges, would be needed to match federal grants for light rail projects that have no identified local match at this time.

With these property tax bonds, the system development revenues and the allocation of \$1,040 million of flexible revenues, the capital costs of the strategic transit system could be fully funded.

Increase in Payroll Tax. Transit operations and maintenance costs of the strategic system could be funded through increases in the payroll tax. An increase of .1 percent in the payroll tax with an additional .1 percent increase in the year 2004 would fund O&M costs of the strategic transit system.

5.4.3 Balanced Approach

This strategy would attempt to ensure that growth pays its fair share of transportation costs while allowing for flexibility in how jurisdictions raise and allocate transportation revenues. It also takes into consideration the feasibility of creating new revenue sources and the levels at which revenue sources could be sustained.

Tollways or Peak Period Pricing for New Highway Capacity. This strategy would price selective projects with the goal of balancing the effort to recover costs of the project with the effort to influence of travel behavior to desired routes and times.

The following highway projects could be built with priced lanes to help offset capital costs of the project:

- Tualatin-Sherwood connector
- Highway 26 widening
- Highway 217 widening
- McLoughlin Boulevard widening; Harold to Hwy 224
- Sunrise Highway; I-205 to US 26
- I-5 North widening (portions only); Going Street to the Interstate Bridge
- I-205 North widening; Oregon City to I-84

Pricing lanes of freeway expansion projects would reduce the amount of increase to the state vehicle registration fee needed to fully fund the highway capital costs in the region. These projects are currently being studied and a cost recovery rate will be estimated for each project by Metro within the next year. For purposes of this RTP, a 20 percent capital cost recovery rate of all these projects are assumed. This recovery rate would reduce the cost of the strategic system from \$1.96 billion to \$1.68 billion.

Increase in the State Gas Tax and Vehicle Registration Fee. As with the Traditional Resources strategy, the state gas tax and vehicle registration fee could be increased to a level that would adequately fund state highway OMP and provide resources necessary to fund some highway modernization and expansion costs in the region. Due to revenue sharing of state trust fund money by the state to the cities and counties of the region, additional revenues would also be made available for OMP and capital projects for the road system in the region.

An increase of 1 cent in the state gas tax each year would adequately fund state highway OMP in the region and provide approximately \$20 million (YOES) for state highway modernization projects in the region during the course of the 20 year planning period. Rather than fully funding all OMP costs of state highways to improve current pavement and bridge standards, ODOT and the region could use some of these additional revenues for modernization and expansion projects.

An increase in the state vehicle registration fee could fund state highway capital costs in the region. The balanced approach strategy would attempt to select a more feasible vehicle registration fee increase of \$100 a year (to \$120 a year). This would provide \$919 million in year-of-expenditure revenue for the capital projects in the strategic highway system in the metro region. Further increases could be made in later years if the additional increases in the vehicle registration fee are acceptable given the benefits of the strategic highway system projects that would be funded.

Under current revenue sharing rates, an annual one cent increase in the state gas tax would provide an additional \$4.9 million dollars to the cities and counties in the region in the year 2000, increasing to \$127 million by the year 2020. This additional revenue would allow the region to fully fund the cost of maintaining and preserving current pavement and bridge standards in the region by the year 2007, although there would continue to be a shortfall until that time.

An increase in the state vehicle registration fee by \$10 per year would result in additional \$5.6 million in the year 2000, increasing to \$7.3 million by the year 2020 for metro area local governments. If the state vehicle registration fee was increased by \$100 per year, local governments would be able to provide \$860 million in year-of-expenditure dollars towards the capital costs of the strategic road system.

Implement Road Maintenance Fee. A road maintenance fee similar to the fee used by the City of Tualatin, implemented throughout the region, could provide an additional \$22 million to \$32 million per year for road maintenance in the region. With the additional revenues available for road OMP from the increase in the state gas tax, a portion of the backlog of maintenance needs could be addressed. Additional revenue could be raised from this source by adjusting the rate structure to reflect a higher percentage of actual road OMP costs within each jurisdiction.

Increase in System Development Charges. System development charges could be increased by jurisdictions to provide for:

- a contribution to a road modernization fund for impacts to the existing road network, to fill the \$264 million funding gap for capital projects of the strategic system, and
- a contribution to a transit capital improvements fund for costs associated with providing new or improved transit service to a community. This revenue could provide \$292 needed for transit capital projects.

Property Tax Bonds. Property tax bonds could provide revenues to match federal discretionary grants for the capital costs of the light rail system as was done on the westside light rail project. An additional \$650 million in property tax backed bonds would be needed to match federal grants that have no identified local match at this time.

With these property tax bonds, the system development revenues and the allocation of \$492 million of flexible revenues (out of \$1,040 million available), the capital costs of the strategic transit system would be more than 80% funded.

Increase in Payroll Tax. Transit operations and maintenance costs of the strategic system could be funded through increases in the payroll tax. An increase of .1 percent in the payroll tax and an additional .1 percent increase in the year 2004 would fund O&M costs of the Strategic transit system.

STAFF REPORT

CONSIDERATION OF RESOLUTION NO. 99-2878B FOR THE PURPOSE OF APPROVING THE 1999 UPDATE TO THE REGIONAL TRANSPORTATION PLAN AND REFINEMENT PROCESS

Date: December 16, 1999

Presented by: Andrew C. Cotugno

PROPOSED ACTION

This resolution would tentatively recognize the completion of the 1999 RTP, including updated RTP policies, system analysis, recommended projects and financial analysis, as follows:

- RTP Policies - Chapter 1 of the RTP was initially approved by Council Resolution in July 1996. It has since been updated for consistency with the Regional Framework Plan and the functional plan, and edited for readability and brevity.
- RTP Projects and Systems Analysis - Chapters 2 through 5 of the RTP identify the 20-year transportation needs for the region, detail the scope and nature of proposed improvements that address the 20-year needs and a financial plan for implementing the recommended projects.
- RTP Implementation - Chapter 6 of the RTP establishes regional compliance with state and federal planning requirements, and sets requirements for city and county compliance with the RTP. Chapter 6 also identifies future studies needed to refine the RTP as part of future updates.

FACTUAL BACKGROUND AND ANALYSIS

The RTP update has been conducted in three stages over the past four years. The first stage involved an update to the RTP policies that focused on implementing the 2040 Growth Concept, and reflected new state and federal planning requirements. The policy document was approved by Council resolution in July 1996, and has served as the guiding vision for later steps in the update process.

The second stage of the RTP update, known as the RTP alternatives analysis, examined the region's level of service policy for motor vehicles and transit. This stage led to the 2040-based congestion policy that has since been adopted as part of Title 6 of the Urban Growth Management Functional Plan.

The lessons learned from RTP alternatives analysis helped guide the final, project development stage of the RTP update. The project development phase included a system analysis, proposed 20-year transportation solutions, and financial strategies for implementing the plan. This element of the plan Together with the RTP policies approved by resolution in July 1996 and transportation elements of the Regional Framework Plan and the Urban Growth Management Functional Plan (UGMFP) in 1998, these recommendations complete the effort to update the RTP to implement the 2040 growth concept.

The RTP update featured a greatly expanded public outreach effort. The update was guided by a 21-member Citizen Advisory Committee, and included several public outreach efforts, special newsletters, and a number of joint JPACT, MPAC and Council workshops held at key decision points. The update also reflects the efforts of local officials, citizens and staff to develop transportation proposals that reflect the policy direction developed by the CAC and regional growth management policies. Of the nearly 700 projects proposed through the year 2020 to address expected growth, and to implement the 2040 growth concept, more than half are new to the regional plan, and many were generated by citizen input. These projects range from relatively modest bicycle and pedestrian improvements, to major transit and highway projects, each developed with an eye toward promoting safety, responding to growth or leveraging the 2040 growth concept.

During the past year, staff tested these projects through three separate rounds of transportation modeling. Each project proposed in the draft plan was reflected in the modeling assumptions, and projects were further refined after each round of modeling to better respond to projected travel needs during the 20-year plan period. This phase of the RTP update was also based on a collaborative approach, with local jurisdictions overseeing the modeling process at every step, and modeling analysis completed in a series of workshops with the regional partners. As a result, the draft project list is a consensus-based product, with project recommendations that are based on detailed analysis.

On December 14, 1999, the Council Transportation Planning Committee referred Resolution No. 99-2878B to the Metro Council without a recommendation for action by the Council at the scheduled December 16 meeting. The committee referred Attachment "1" to this staff report to TPAC and JPACT for consideration and action in January 2000. Additional comments may be added to Attachment "1" during the remainder of the public comment period, which continues through the scheduled Council consideration of Resolution No. 99-2878B on December 16, 1999. JPACT action on Attachment "1" will be forwarded to the Council Transportation Planning Committee for consideration and action in January or February 2000. Amendments to the draft RTP as identified in Attachment "1" would be included in the ordinance draft RTP.

During the next four months, staff proposes the following activities necessary to demonstrate compliance with regional, state and federal planning requirements:

- a financially constrained network
- air quality conformity findings
- complete an off-peak congestion analysis
- meet state TPR requirements
- meet federal TEA-21 planning requirements
- draft revisions to the Regional Framework Plan to maintain consistency between RTP and RFP policies

Upon completion of these tasks, staff will work with TPAC to develop refinements to the final draft RTP, and present them for JPACT and Council review. Council adoption of the final draft RTP is proposed for May 2000.

TK:KW:rmb

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STAFF REPORT

CONSIDERATION OF RESOLUTION NO. 99-2878AB FOR THE PURPOSE OF APPROVING THE 1999 UPDATE TO THE REGIONAL TRANSPORTATION PLAN AND REFINEMENT PROCESS

Date: December 16, 1999

Presented by: Andrew C. Cotugno

PROPOSED ACTION

This resolution would tentatively recognize the completion of the 1999 RTP, including updated RTP policies, system analysis, recommended projects and financial analysis, as follows:

- RTP Policies - Chapter 1 of the RTP was initially approved by Council Resolution in July 1996. It has since been updated for consistency with the Regional Framework Plan and the functional plan, and edited for readability and brevity.
- RTP Projects and Systems Analysis - Chapters 2 through 5 of the RTP identify the 20-year transportation needs for the region, detail the scope and nature of proposed improvements that address the 20-year needs and a financial plan for implementing the recommended projects.
- RTP Implementation - Chapter 6 of the RTP establishes regional compliance with state and federal planning requirements, and sets requirements for city and county compliance with the RTP. Chapter 6 also identifies future studies needed to refine the RTP as part of future updates.

FACTUAL BACKGROUND AND ANALYSIS

The RTP update has been conducted in three stages over the past four years. The first stage involved an update to the RTP policies that focused on implementing the 2040 Growth Concept, and reflected new state and federal planning requirements. The policy document was approved by Council resolution in July 1996, and has served as the guiding vision for later steps in the update process.

The second stage of the RTP update, known as the RTP alternatives analysis, examined the region's level of service policy for motor vehicles and transit. This stage led to the 2040-based congestion policy that has since been adopted as part of Title 6 of the Urban Growth Management Functional Plan.

The lessons learned from RTP alternatives analysis helped guide the final, project development stage of the RTP update. The project development phase included a system analysis, proposed 20-year transportation solutions, and financial strategies for implementing the plan. This element of the plan Together with the RTP policies approved by resolution in July 1996 and

transportation elements of the Regional Framework Plan and the Urban Growth Management Functional Plan (UGMFP) in 1998, these recommendations complete the effort to update the RTP to implement the 2040 growth concept.

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On December 14, 1999, the Council Transportation Planning Committee referred Resolution No. 99-2878B to the Metro Council without a recommendation for action by the Council at the scheduled December 16 meeting. The committee referred Attachment "1" to this staff report to TPAC and JPACT for consideration and action in January 2000. Additional comments may be added to Attachment "1" during the remainder of the public comment period, which continues through the scheduled Council consideration of Resolution No. 99-2878B on December 16, 1999. JPACT action on Attachment "1" will be forwarded to the Council Transportation Planning Committee for consideration and action in January or February 2000. Amendments to the draft RTP as identified in Attachment "1" would be included in the ordinance draft RTP.

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Upon completion of these tasks, staff will work with TPAC to develop refinements to the final draft RTP, and present them for JPACT and Council review. Council adoption of the final draft RTP is proposed for May 2000.

TK:rmb

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Attachment "1"

1999 Regional Transportation Plan

The following staff recommendations respond to the additional public comments received after the December 2 Metro Council Public Hearing on the RTP through noon on December 16.

Attachment "1" is divided into three sections:

- **Part 1:** Summary of Additional RTP Comments and Staff Recommendations for Approval by Discussion (Comments 1-3)
- **Part 2:** Summary of Additional RTP Comments and Staff Recommendations for Approval by Consent (Comments 3-93)
- **Part 3:** Public Comment Report Addendum: Public Comments Received from ***December 2, 1999 – noon, December 16, 1999***

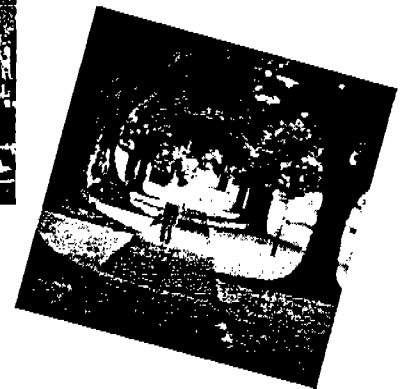
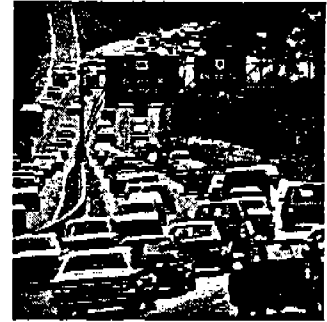
More staff recommendations will be provided to respond to comments received during the December 16 Metro Council public hearing on the Regional Transportation Plan. These recommendations will be forwarded to TPAC and JPACT for consideration and action on January 4 and 13, respectively. JPACT action on this attachment will be forwarded to the Metro Council for consideration and action in January or February 2000.

DRAFT

1999 Regional Transportation Plan Public Comment Report

December 2, 1999
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*Summary of comments received between
October 1, 1999 – December 2, 1999*



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