



METRO

Agenda

MEETING: METRO COUNCIL
DATE: December 13, 2007
DAY: Thursday
TIME: 2:00 PM
PLACE: Metro Council Chamber

CALL TO ORDER AND ROLL CALL

1. INTRODUCTIONS

2. CITIZEN COMMUNICATIONS

3. CONSENT AGENDA

3.1 Consideration of Minutes for the December 6, 2007 Metro Council Regular Meeting.

3.2 **Resolution No. 07-3870**, Authorizing the Chief Operating Officer To Execute an Amendment to Contract No. 926509 with PT3, Inc. for Provision of Additional Advertising for the Travel Options Marketing Campaign.

4. RESOLUTIONS

4.1 **Resolution No. 07-3831A**, For the Purpose of Approving the Federal Component of the 2035 Regional Transportation Plan (RTP) Update, Pending Air Quality Conformity Analysis. Burkholder

4.2 **Resolution No. 07-3883**, Authorizing the Reimbursement of Expenditures with Reimbursement Obligation Proceeds for the Oregon Convention Center Headquarters Hotel Project. Park

4.3 **Resolution No. 07-3887**, For the Purpose of Identifying Alternatives To Advance Into a Draft Environmental Impact Statement For the Portland to Lake Oswego Corridor Transit Project. Burkholder

5. CHIEF OPERATING OFFICER COMMUNICATION

6. COUNCILOR COMMUNICATION

ADJOURN

Television schedule for December 13, 2007 Metro Council meeting

<p>Clackamas, Multnomah and Washington counties, and Vancouver, Wash. Channel 11 -- Community Access Network www.tvctv.org -- (503) 629-8534 2 p.m. Thursday, Dec. 13 (Live)</p>	<p>Portland Channel 30 (CityNet 30) -- Portland Community Media www.pcmv.org -- (503) 288-1515 8:30 p.m. Sunday, Dec. 16 2 p.m. Monday, Dec. 17</p>
<p>Gresham Channel 30 -- MCTV www.mctv.org -- (503) 491-7636 2 p.m. Monday, Dec. 17</p>	<p>Washington County Channel 30 -- TVC-TV www.tvctv.org -- (503) 629-8534 11 p.m. Saturday, Dec. 15 11 p.m. Sunday, Dec. 16 6 a.m. Tuesday, Dec. 18 4 p.m. Wednesday, Dec. 19</p>
<p>Oregon City, Gladstone Channel 28 -- Willamette Falls Television www.wftvaccess.com -- (503) 650-0275 Call or visit website for program times.</p>	<p>West Linn Channel 30 -- Willamette Falls Television www.wftvaccess.com -- (503) 650-0275 Call or visit website for program times.</p>

PLEASE NOTE: Show times are tentative and in some cases the entire meeting may not be shown due to length. Call or check your community access station web site to confirm program times.

Agenda items may not be considered in the exact order. For questions about the agenda, call Clerk of the Council, Chris Billington, (503) 797-1542. Public hearings are held on all ordinances second read and on resolutions upon request of the public. Documents for the record must be submitted to the Clerk of the Council to be considered included in the decision record. Documents can be submitted by e-mail, fax or mail or in person to the Clerk of the Council. For additional information about testifying before the Metro Council please go to the Metro website www.metro-region.org and click on public comment opportunities. For assistance per the American Disabilities Act (ADA), dial TDD 797-1804 or 797-1540 (Council Office).

The Metro Council will be on recess until January 8, 2008

Agenda Item Number 3.1

Consideration of Minutes of the December 6, 2007 Metro
Council Regular Meeting

Consent Agenda

Metro Council Meeting
Thursday, December 13, 2007
Metro Council Chamber

Agenda Item Number 3.2

Resolution No. 07-3870, Authorizing the Chief Operating Officer
To Execute an Amendment to Contract No. 926509 with PT3,
Inc. for Provision of Additional Advertising for the Travel
Options Marketing Campaign.

Consent Agenda

Metro Council Meeting
Thursday, December 13, 2007
Metro Council Chamber

BEFORE THE METRO COUNCIL

AUTHORIZING THE CHIEF OPERATING)	RESOLUTION NO. 07-3870
OFFICER TO EXECUTE AN AMENDMENT TO)	
CONTRACT NO. 926509 WITH PT3, INC. FOR)	Introduced by Chief Operating Officer
PROVISION OF ADDITIONAL ADVERTISING)	Michael Jordan with concurrence of Council
FOR THE TRAVEL OPTIONS MARKETING)	President Bragdon
CAMPAIGN)	

WHEREAS, beginning in 2005 Metro entered into Metro Contract No. 926509 with PT3, Inc. in the amount of \$840,025 to develop and implement a multi-year marketing campaign to increase public awareness both of alternatives to driving alone and of techniques for driving wisely in the Portland metropolitan area; and,

WHEREAS, on December 15, 2005, the Metro Council adopted Resolution No. 05-3624, AUTHORIZING THE CHIEF OPERATING OFFICER TO EXECUTE AMENDMENT 1 TO THE CONTRACT NO. 926509 WITH PT3, INC. FOR PROVISION OF ADDITIONAL ADVERTISING FOR THE TRAVEL OPTIONS MARKETING CAMPAIGN, thereby approving Amendment No. 1 to the PT3, Inc. contract to increase the amount of the contract to \$1,890,000; and

WHEREAS, on October 26, 2007, the Oregon Department of Transportation (ODOT) Travel Options Marketing Steering Committee increased the budget of the multi-year marketing campaign to allow for continued implementation of the public awareness campaign in the Portland metropolitan region for the period beginning January 1, 2008 and ending June 30, 2009; and,

WHEREAS, ODOT has requested that Metro continue management of the campaign and implementation of the campaign by amending its contract with PT3, Inc. to extend the contract and to increase the amount paid to the contractor by \$1,612,750 to a total sum not to exceed \$3,492,775; and

WHEREAS, as a result of the action of the ODOT Travel Options Marketing Steering Committee, ODOT has agreed that it will amend its intergovernmental agreement with Metro concerning the marketing campaign, and will thereby provide Metro with sufficient revenues to support further additional amendment of the contract with PT3, Inc.;

WHEREAS, Metro Code Section 2.04.046 requires the approval of the Metro Council for amendments to personal service contracts when the proposed amendment exceeds by more than double the original amount of the personal service contract; and,

WHEREAS, in consideration both of the action of the ODOT Travel Options Marketing Steering Committee and of the request of the Oregon Department of Transportation, the Chief Executive Officer has reviewed and recommends approval of an amendment of Metro Contract No. 926509 with PT3, Inc.; now therefore,

BE IT RESOLVED that the Metro Council authorizes the Chief Operating Officer to execute Amendment 3 to Metro Contract No. 926509 with PT3, Inc. in a form substantially similar to that set forth as the attached Exhibit "A".

ADOPTED by the Metro Council this _____ day of _____, 2007

David Bragdon, Council President

Approved as to Form:

Daniel B. Cooper, Metro Attorney

**AMENDMENT NO. 3 TO
Personal Services Contract No. 24838 (Metro Contract #926509)
Title: Travel Options Marketing Campaign**

1. This is Amendment No. 3 to Personal Services Contract No. 24838 (as amended from time to time) effective date June 24, 2005 between the Metro, a metropolitan service district organized under the law of the State of Oregon and the Metro Charter, hereafter called "Agency," and PT3, Inc., hereafter called "Contractor."
2. The Contract is hereby amended as follows:
 - Section 1, "Effective Date and Duration", of the Terms and Conditions shall be amended to extend the expiration date of this Personal Services Contract from December 31, 2007 until **June 30, 2009**.
 - Section 3, "Consideration," of the Terms and Conditions shall be amended to increase the maximum not to exceed sum by **\$1,612,750 to \$3,492,775**.
 - Exhibit F, "Contract Statement of Work," is hereby amended as set forth on the attached Exhibit F.
 - Exhibit G, "Delivery Schedule," is hereby amended as set forth on the attached Exhibit G.
3. Except as expressly amended above, all other terms and conditions of the original Contract and any previous amendments are still in full force and effect. Contractor certifies that the representations, warranties and certifications contained in the original Contract are true and correct as of the effective date of this Amendment and with the same effect as though made at the time of this Amendment.

Certification: **The individual signing on behalf of Contractor hereby certifies and swears under penalty of perjury:** (a) the number shown on the above-referenced Contract is Contractor's correct taxpayer identification; (b) Contractor is not subject to backup withholding because (i) Contractor is exempt from backup withholding, (ii) Contractor has not been notified by the IRS that Contractor is subject to backup withholding as a result of a failure to report all interest or dividends, or (iii) the IRS has notified Contractor that Contractor is no longer subject to backup withholding; (c) s/he is authorized to act on behalf of Contractor, s/he has authority and knowledge regarding Contractor's payment of taxes, and to the best of her/his knowledge, Contractor is not in violation of any Oregon tax laws, including any state tax imposed by ORS 401.792 to 401.816 (Tax For Emergency Communications), 118 (Inheritance Tax), 314 (Income Tax), 316 (Personal Income Tax), 317 (Corporation Excise Tax), 318 (Corporation Income Tax), 320 (Amusement Device and Transient Lodging Taxes), 321 (Timber and Forestland Tax), 323 (Cigarettes and Tobacco Products Tax), and the elderly rental assistance program under ORS 310.630 to 310.706, and any local taxes administered by the Department of Revenue under ORS 305.620; (d) Contractor is an independent contractor as defined in ORS 670.600, and (e) if required by 40 CFR 1506.5(c), Contractor has no financial or other interest in the outcome of the Project.

CONTRACTORS: PAYMENT SHALL NOT BE ISSUED FOR SERVICES RENDERED PRIOR TO NECESSARY STATE APPROVALS

CONTRACTOR

Name/Title	(PT3, Inc.)	Date
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LEGAL REVIEW

Approved for Legal Sufficiency by	Date
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AGENCY

Approved by	or designee	Date
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Approved by	or designee	Date
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Concurrence as to Process by ODOT Procurement Manager or designee	Date
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EXHIBIT F
Contract Statement of Work
January 2008 through June 30, 2009

Introduction

This is the Statement of Work (SOW) for Amendment 3 to Metro Personal Services Contract 926509. All twelve tasks authorized in the original contract as amended are complete or will be complete by the original contract expiration date of December 31, 2007. The following tasks, while new, are within the advertised scope of RFP No. 05-1144-PLAN. Because the following tasks are not the same as their original counterparts, that is, Task 2A below is similar to but not the same as Task 2 in the original SOW, an "A" has been assigned to each Task number to designate the uniqueness of the Task. Task 13 is the exception as it is a new task.

Task 2A - Develop ongoing project evaluation and measurement plan, conduct awareness surveys

Contractor shall:

Develop methods to measure outcomes. Maintain system of gathering statistical data to report monthly progress on each task. Seek evaluation and measurement opportunities through partner research. Develop awareness survey instrument with Metro's approval and conduct post-campaign mail, or telephone surveys with a representative sample of the region's residents to obtain reliable information. Develop awareness survey instruments with ODOT Steering Committee's approval and conduct pre-campaign mail, or telephone surveys with representative communities to make comparisons with findings in regional area. Develop a reporting mechanism to match up with on-going, independent member agencies' measurement systems. Provide overall progress reports on a monthly basis. Provide Metro with a copy of all raw survey responses in an Excel spreadsheet.

Task 2A deliverables: monthly progress reports to Metro project manager; evaluation and measurement plan; report on results of relevant partner research; report on results of pre- and post-campaign awareness surveys; Excel spreadsheet copies of all raw survey responses.

Task 4A - Develop partners and recruit sponsors

Contractor shall:

Identify potential sponsors, partners and in-kind contributors to provide additional resources for the campaign. Develop a cover letter and supporting information that describes sponsorship benefits. Contact and, when appropriate, meet with potential sponsors, partners and in-kind contributors, and prepare needed meeting materials. When evaluating possible sponsors or partners, look to establish long-term involvement fostering participating through the course of the 10-year program.

Task 4A deliverables: partnership/sponsorship recruitment plan; sponsorship benefits cover letter and supporting information

Task 6A - Create and test campaign message and materials, and purchase paid media

Contractor shall:

Develop a paid media strategy and schedule that includes placement of television and radio advertising. Develop media strategies concurrently to provide maximum impact and cost efficiency. Leverage schedules for maximum exposure, based on the best practice of realizing effective reach/frequency targets. Negotiate partnerships and value-added media support with each placement opportunity. Paid media may include radio, newspapers, outdoor, transit, original branded programming, and other out-of-home media. Materials may include newsletters, posters, point-of-purchase displays, door hangers, direct mail, fact sheets, videos, and other presentations including print and PowerPoint applications. Recommend how to apply the campaign theme to the campaign partner's existing marketing programs and materials. Maintain and enhance web site that provides information to support the campaign call to action.

Task 6A deliverables: campaign advertising and collateral materials; media strategy and schedules; web site enhancements

Task 7A - Earned media implementation and outreach

Contractor shall:

Review earned media possibilities and plans for all appropriate transportation agencies. Generate editorial and news coverage. Create pro-active earned media opportunities to frame and convey key messages. Develop shared media calendar and provide consultation on what transportation agencies already have planned. Expand the earned media plan and calendar to include generation of earned media coverage in key markets outside of the Portland metropolitan area. Earned media includes opinion editorials, news releases and working with television, print and radio outlets throughout the duration of campaign. Develop and implement an outreach strategy that involves businesses, retail stores, local neighborhoods and communities and employers in the campaign.

Task 7A deliverables: earned media plans; progress reports on earned media activities; shared media calendar; outreach strategy and related collateral materials

Task 13 - Implement years three and four of the campaign

Contractor shall:

Provide administrative support for years three and four of the campaign. Maintain communication with Metro and campaign partners. Schedule and conduct ODOT Travel Options Marketing Steering Committee meetings to review overall program goals, activities and expenditures. Develop meeting agendas and meeting reports for Metro review and approval. Recommend adjustments to the campaign plan based on results. Provide monthly progress reports.

Task 13 deliverables: monthly progress reports; agendas and reports.

EXHIBIT G
Delivery Schedule
January 2008 through June 30, 2009

Task 2A – Develop ongoing project evaluation and measurement plan, conduct awareness surveys

Progress reports - monthly; evaluation and measurement plan - 30 days from Notice to Proceed (NTP); report on results of relevant partner research - 45 days from conclusion of research; report on results of pre- and post-campaign awareness surveys – 45 days from end of surveys; Excel spreadsheet copies of all raw survey responses – 45 days from end of surveys.

Task 4A - Develop partners and recruit sponsors

Estimated time requirement for plan development: 60 to 90 days from NTP, to be implemented on a continual basis throughout the campaign.

Task 6A - Create and test campaign message and materials, and purchase paid media

Estimated time requirement for plan development: 60 to 90 days from NTP, to be implemented on a continual basis throughout the campaign.

Task 7A - Earned media implementation and outreach

Estimated time required for development: Earned media activities will be developed concurrently with paid media and creative materials, and implemented on a continual basis throughout the campaign.

Task 13 - Implement years three and four of the campaign

Estimated time for development: Ongoing administrative services; ODOT meeting agendas drafted and submitted to Metro Project Manager no later than seven days prior to meeting; meeting minutes provided to Metro within seven work days following meeting.

(PT3 / Travel Options Marketing Campaign / ODOT Contract No. PSK # 24838/ Metro Contract No. 926509)

2008-2009 Costs by Task

<u>Classifications</u>	<u>Task Description</u>	<u>Pac/West</u>	<u>Cappelli Miles Spring</u>	<u>DBE Contractor***</u>	<u>Costs</u>	<u>Expenses</u>	<u>Amendment #3 Total (costs plus expenses)</u>
Task 2*	Project evaluation and measurement plan, conduct survey	\$21,500.00	-	-	\$21,500.00	\$51,710.00	\$73,210.00
Task 4	Develop partnerships and recruit sponsors	\$16,000.00	-	\$30,000.00	\$46,000.00	-	\$46,000.00
Task 6**	Paid media, collateral and web site	\$57,500.00	\$1,009,791.80	\$59,211.20	\$1,126,503.00	\$10,000.00	\$1,136,503.00
Task 7	Earned media and outreach	\$240,000.00	-	\$20,000.00	\$260,000.00	-	\$260,000.00
Task 13	Implement year three and four of the campaign; plan for statewide roll out	\$77,037.00	-	\$20,000.00	\$97,037.00	-	\$97,037.00
Subtotals		\$412,037.00	\$1,009,791.80	\$129,211.20	\$1,551,040.00	\$61,710.00	\$1,612,750.00
					<u>New Contract Not-To-Exceed = \$3,492,775</u>		
<u>Direct Non-labor Costs</u> Mileage: 2880 miles @ .37 = \$1,065 Copies/reproduction = \$1,325 Subtotal = \$2,390		<u>Soft Match (estimated)</u> Donated paid media= \$165,500 Public and private in-kind contributions= \$100,000 Minimum required in soft match value= \$206,018			<u>Estimated Budget Breakdown by Fiscal Year</u> January 1, 2008 through June 30, 2008= \$585,450.30 July 1, 2008 through June 30, 2009= \$1,029,689.70		

Total Budget Estimate = \$1,800,000

Budget Notes

Task 2* Pac/West will contract with Moore Information, the research firm that has conducted previous surveys and focus groups on behalf of the campaign.

Task 6** Includes the placement of existing television ads and paid sponsorship of radio traffic reports. Pac/West is responsible for any additional collateral materials, as well as web site maintenance and updates.

DBE Contractor*** Factored at 8 percent of total budget.

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 07-3870, FOR THE PURPOSE OF
AUTHORIZING THE CHIEF OPERATING OFFICER TO EXECUTE AMENDMENT 3 TO
THE CONTRACT NO. 926509 WITH PT3, INC. FOR PROVISION OF EXTENDING THE
CONTRACT AND ADDITIONAL ADVERTISING FOR THE TRAVEL OPTIONS
MARKETING CAMPAIGN

Date: Nov. 28, 2007

Prepared by: Dan Kaempff and Pam Peck

BACKGROUND

The Planning Department currently contracts with PT3, Inc. (PacWest Communications) to develop and implement a multi-year marketing campaign to increase public awareness of alternatives to driving alone and to encourage people to reduce single-occupancy vehicle trips. PT3, Inc. was awarded the contract in June 2005 through a competitive procurement process. The PT3, Inc. contract supports all elements of the development and implementation of the campaign including message development and testing, partnership and sponsorship development, production and placement of advertising, and generation of earned media. This contract is currently set to conclude December 31, 2007.

Metro's Regional Travel Options Program staff manages the PT3, Inc. contract on behalf of the Oregon Department of Transportation (ODOT) through an intergovernmental agreement that provides revenue for the marketing campaign. Project oversight is provided by ODOT's Travel Options Marketing Steering Committee, of which Metro Councilor Rex Burkholder is a member.

In 2006, the steering committee increased the project budget to support production and placement of television advertising in addition to the radio and outdoor advertising included in the original project budget. The amended budget supported additional earned media activities, additional outreach to potential partners and sponsors, as well as the development of a campaign web site. Metro Council approved this contract amendment No. 1 of \$1,049,975 on December 15, 2005. Amendment No. 2 was for the purpose of changing a subcontractor.

In October 2007, the ODOT Travel Options Marketing Steering Committee recommended that ODOT continue implementation of the campaign in the Portland metropolitan region under Metro's management through June 30, 2009. ODOT is requesting that Metro amend the PT3, Inc. contract to provide for continued implementation of the current campaign scope of work. This proposed amendment No. 3 extends the contract with PT3, Inc. to June 30, 2009 and adds \$1,612,750 to the project budget. ODOT intends to assume management of the marketing campaign as of July 1, 2009 and expand it to cover the state. ODOT will initiate a competitive procurement process in 2008 to select a contractor to implement the statewide campaign. Metro will continue to be a partner agency in the campaign.

Original contract amount:	\$840,025
Amended contract amount – Amendment No. 1:	\$1,890,000
Requested Amendment No. 3:	\$1,612,750
New total contract amount:	\$3,492,775

Metro Code Section 2.04.046 requires the approval of the Metro Council for amendments to personal services contracts greater than \$50,000 for any amendment that increases the total amount payable to an amount more than \$100,000 greater than the initial contract amount.

ANALYSIS/INFORMATION

1. **Known Opposition:** None
2. **Legal Antecedents:** Metro Code Section 2.04.046.
3. **Anticipated Effects:** The amended contract budget will enable television and radio advertising to continue throughout the life of the contract. Additionally, public awareness survey information will provide guidance on the future direction of the campaign.
4. **Budget Impacts:** \$1,612,750 - revenue provided by ODOT through an intergovernmental agreement (ODOT #22211) with Metro.

RECOMMENDED ACTION

The Chief Operating Officer recommends approval of Resolution 07-3870.

Resolution No. 07-3831A, For the Purpose of Approving
the Federal Component of the 2035 Regional Transportation Plan (RTP) Update,
Pending Air Quality Conformity Analysis.

Metro Council Meeting
December 13, 2007
Metro Council Chamber

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF APPROVING THE) RESOLUTION NO. 07-3831A
FEDERAL COMPONENT OF THE 2035)
REGIONAL TRANSPORTATION PLAN (RTP)) Introduced by Councilors Rex Burkholder and
UPDATE, PENDING AIR QUALITY) Rod Park
CONFORMITY ANALYSIS)

WHEREAS, the Metro Council and the Joint Policy Advisory Committee on Transportation (JPACT) approved Resolution No. 06-3661 (For the Purpose of Approving A Work Program For the 2035 Regional Transportation Plan (RTP) Update and Authorizing the Chief Operating Officer to Amend Contract No. 926975), on June 15, 2006; and

WHEREAS, Metro was awarded a Transportation & Growth Management Grant for the 2005 – 2007 Biennium to prepare a regional plan for freight and goods movement and recommendations from this planning effort will be forwarded for consideration as part of the 2035 RTP update; and

WHEREAS, the most recent update to the RTP was completed in March 2004 and the next federal update must be approved by the United States Department of Transportation in consultation with the Environmental Protection Agency by March 2008 to provide continued compliance with federal transportation and air quality regulations and ensure continued funding eligibility of projects and programs using federal transportation funds; and

WHEREAS, Phase 1 of the RTP focused on development of the federally recognized metropolitan transportation plan for the Portland metropolitan region that must be updated every four years and serves as the threshold for all federal transportation funding in the region; and

WHEREAS, Phase 2 of the RTP will fulfill statewide planning requirements to implement Goal 12 Transportation, as implemented through the Oregon Transportation Planning Rule (TPR); and

WHEREAS, the RTP is a central tool for implementing the Region 2040 Growth Concept, and constitutes a policy component of the Metro Regional Framework Plan; and

WHEREAS, it is Metro’s intent to integrate this update to the RTP with the New Look process and consolidate periodic updates to the RTP to meet applicable federal, state and regional planning purposes; and

WHEREAS, the 2035 RTP update timeline and process was expanded by the Metro Council, at the recommendation of JPACT, to allow for completion of the federal component of the 2035 RTP before the current plan expires on March 5, 2008 and provide for additional technical analysis and policy development to address state and regional planning requirements by Fall 2008; and

WHEREAS, the Metro Council approved Resolution No. 07-3793 (For the Purpose of Accepting the Chapter 1 Regional Transportation Policy Framework as the Provisional Draft For the Purpose Of Completing Phase 3 of the 2035 Regional Transportation Plan (RTP) Update), on March 15, 2007; and

WHEREAS, the federal update requires the development of a “financially constrained” system of investments that address regional travel demand, yet are constrained to reasonably anticipated funding levels during the plan period; and

WHEREAS, the Collaborative Environmental Transportation Agreement for Streamlining (CETAS) work group, consisting of the Oregon Department of Transportation and ten state and federal transportation, natural resource, cultural resource and land-use planning agencies, was consulted on potential environmental impacts and mitigation strategies on October 16, 2007, and were provided an opportunity to comment on the federal component of the 2035 RTP; and

WHEREAS, the state component of the 2035 RTP will continue in 2008 to address outstanding issues identified during the federal component of the 2035 RTP, including development of performance measures, prioritization of investments, compliance with state planning requirements and development of a transportation finance strategy to fund needed investments; and

WHEREAS, the federal component of the 2035 RTP is set forth in "Exhibit A," attached hereto, and will be updated to reflect key findings and recommendations from additional technical and policy analysis to be conducted during the state component of the RTP update in 2008; and

WHEREAS, the federal component does not constitute a land use action applicable to local plans and all chapters of the RTP will be subject to refinement during the state component of the RTP update; and

WHEREAS, a 30-day public comment period was held on the federal component of the 2035 RTP from October 15 to November 15, 2007; and

WHEREAS, a summary of public comments received during the comment period and recommended amendments is set forth in "Exhibit B" and "Exhibit C", attached hereto; and

WHEREAS, the Metro Council, JPACT, the Metro Policy Advisory Committee (MPAC), Metro Technical Advisory Committee (MTAC), Transportation Policy Advisory Committee (TPAC), the Regional Travel Options (RTO) Subcommittee of TPAC, the Regional Freight and Goods Movement Technical Advisory Committee, the Bi-State Coordination Committee, the Regional Freight and Goods Movement Task Force, Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) staff and other elected officials, city and county staff, and representatives from the business, environmental, and transportation organizations from the Portland-Vancouver metropolitan region assisted in the development of and were provided an opportunity to comment on the federal component of the 2035 RTP; and

WHEREAS, JPACT and MPAC have recommended that the federal component be approved by the Metro Council; now, therefore

BE IT RESOLVED BY THE METRO COUNCIL THAT:

1. The Metro Council approves the federal component of the 2035 Regional Transportation Plan update, attached and incorporated into this resolution as Exhibit "A", and as amended by Exhibit "B" and Exhibit "C", and directs staff to consolidate all three exhibits into a single document for submittal to FHWA and FTA for review.
2. Staff shall conduct the federally-required air quality conformity analysis, hold a 30-day public comment period on the results of the analysis and develop findings demonstrating compliance with federal planning requirements.
3. Staff shall initiate the state component of the RTP update. This component will result in amendments to Exhibit "A", as amended by Exhibits "B" and "C", to meet state planning

requirements, and updating all chapters of the federal component to be consistent with the state component.

ADOPTED by the Metro Council this ____day of December 2007.

David Bragdon, Council President

Approved as to Form:

Daniel B. Cooper, Metro Attorney



EXHIBIT A to Resolution No. 07-3831A
Available to download from Metro's website at
www.metro-region.org/rtp



Public Review Draft

2035 Regional Transportation Plan Federal Component

October 15, 2007



METRO

PEOPLE PLACES
OPEN SPACES

Metro **People places • open spaces**

Clean air and clean water do not stop at city limits or county lines. Neither does the need for jobs, a thriving economy and good transportation choices for people and businesses in our region. Voters have asked Metro to help with the challenges that cross those lines and affect the 25 cities and three counties in the Portland metropolitan area.

A regional approach simply makes sense when it comes to protecting open space, caring for parks, planning for the best use of land, managing garbage disposal and increasing recycling. Metro oversees world-class facilities such as the Oregon Zoo, which contributes to conservation and education, and the Oregon Convention Center, which benefits the region's economy.

Your Metro representatives

Metro Council President – David Bragdon

Metro Councilors – Rod Park, District 1; Carlotta Collette, District 2; Carl Hosticka, District 3; Kathryn Harrington, District 4; Rex Burkholder, District 5; Robert Liberty, District 6.

Auditor – Suzanne Flynn

Metro's web site: www.metro-region.org

Project web site: www.metro-region.org/rtp (Click on "2035 RTP Update")

The preparation of this report was financed in part by the U.S. Department of Transportation, Federal Highway Administration and Federal Transit Administration. The opinions, findings and conclusions expressed in this report are not necessarily those of the U.S. Department of Transportation, Federal Highway Administration and Federal Transit Administration.

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November 30, 2007

2035 Regional Transportation Plan (RTP) – Federal Component
 Summary of Comments Received and Recommendations –
 (comments received October 15 through November 15, 2007)

The 2035 Regional Transportation Plan (RTP) (Federal Component) Public Review Draft was released for public review from October 15 – November 15, 2007. This document includes recommended changes and policy issues identified by the Transportation Policy Alternatives Committee (TPAC) for further discussion by the Joint Policy Advisory Committee on Transportation (JPACT) prior to final action. The recommended changes respond to comments received in writing, at Metro Council public hearings and during discussions of the Metro Council and Metro advisory committees as part of the formal 30-day public comment period.

ITEMS FOR JPACT DISCUSSION

#	Category	Comment	Source	Date	TPAC Recommendation to JPACT
1.	Goals and Objectives	New Objective 4.3 Value Pricing - is entirely new language that was not in the March 1 draft. This language is not consistent with the legislative direction and Oregon Transportation Commission (OTC) position that the OTC is the lead for any policy discussion regarding tolling. Until that policy conversation has taken place, ODOT does not support a priority statement that investments that include value pricing be given priority, or that value pricing must always be considered when adding major new throughway capacity regardless of economic or political feasibility and public	Oregon Department of Transportation (ODOT)	11/2/07	<p>Agree in part. Replace Objective 4.3 with the following language Objective 4.3 Value Pricing - Consider a broader application of value pricing as a potential management tool. Consider value pricing as a feasible option when major, new throughway capacity is being added to the regional throughway system, using the criteria used in Working Paper 9 of the Traffic Relief Options study.</p> <p><u>Potential Actions:</u></p> <p>4.3.1. <u>Develop a set of potential policy objectives and value pricing applications for public review. Place a priority on investments that include value pricing.</u></p> <p>4.3.2. <u>Identify several potential pricing applications for analysis of anticipated costs and benefits to the region's economy and land use objectives consistent with state policies and procedures.</u></p> <p>4.3.3. <u>Identify a specific project for which value pricing is appropriate to serve as a pilot, demonstration project.</u></p> <p>4.3.4. <u>Pursue Value Pricing Pilot Program funds from FHWA for development of detailed implementation plans and/or administration of pilot projects.</u></p> <p>In addition, add value pricing as an unresolved issue in Chapter 7,</p>

November 30, 2007

Summary of Comments Received and Recommendations (comments received October 15 through Nov. 15, 2007)

		<p>acceptance.</p> <p>JPACT November 8 discussion: JPACT members provided additional direction on this item on November 8. The committee generally agreed with the staff recommendation as presented. ODOT staff will identify additional refinements to the proposed language based on the JPACT discussion.</p> <p>MPAC November 14 discussion: MPAC members provided additional direction on this item. Committee members felt the staff recommendation was not bold enough and that value pricing should be promoted in the region as a management tool, not just when new throughway capacity was being added to the system. The committee recognized additional work is needed to provide more guidance on when and where value pricing should be applied, but that the RTP should not limit that consideration to new capacity. The committee recommended the following language change to action 4.3.1, as follows, “Place a priority on investments that include</p>		<p>Section 7. 3 recognizing new information is needed to further advance tolling in the Metro region and citing ODOT’s current efforts to establish a set of state policies regarding the potential use of tolling in Oregon. Finally, delete three bullets referencing where value pricing may be appropriate on Page 3-50, as the draft language limits its application to new capacity. This change is consistent with the other recommendations on this comment.</p> <p>These amendments reflect current state and regional policy, previous ODOT comments on RTP pricing policies and recommendations from ODOT’s August 2007 analysis of “The Future of Tolling in Oregon: Understanding How Varied Objectives Relate to Potential Applications.”</p> <p>The concept of value pricing was included in the March 1 draft on page 40 at the request of ODOT and TPAC (see comment #115 in Attachment 1 to Staff Report to Resolution No. 07-3793). In addition, it was recommended that additional policy discussion of how and when this tool should be applied occur during Phase 3 of the RTP update. The new objective responds to this previous recommendation and reflects the 2004 RTP policy that value pricing should be evaluated when major new highway capacity is being considered. The new objective is consistent with state law for the same requirement.</p> <p>This policy was developed in 1999 as part of the Traffic Relief Options Study, and adopted into the 2000 RTP. The study, led jointly by Metro and ODOT, was undertaken with guidance from a citizen task force. The study found that pricing of existing highway lanes would generate the most revenue and result in the most significant reduction in congestion, vehicle miles traveled and air pollution. However, due to negative public reaction, and possible negative effects, the task force did not recommend pricing of existing lanes.</p> <p>Objective 4.3 as revised is consistent with and is intended to formalize the Oregon Transportation Plan (OTP) Goal 2 and related strategies 2.1.1, 2.1.8 and 2.1.9, which call for the evaluation of peak period pricing to reduce highway capacity problems and for purposes of reducing demand on state highways and ensuring consistent trip reliability in congested corridors.</p>
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		<p><u>Consider Promote a broader application of value pricing as a management tool for priority projects that add major new throughway capacity.</u></p> <p>Nov. 15 ODOT Proposed Language: <u>Objective 4.1: Consider value pricing as an option and determine its feasibility consistent with state policy.</u> Actions: <u>4.3.1 Develop a set of potential policy objectives and tolling applications for public review.</u> <u>4.3.2 Identify several potential pricing applications for analysis of anticipated costs and benefits to the region’s economy and land use objectives consistent with state policies and procedures.</u></p>			
2.	Regional system definition	<p>Need to reach agreement on: (1) a definition of the regional transportation system (2) funding responsibility for elements of the regional system; and (3) establishing priorities for addressing identified regional transportation system needs. This includes defining what elements of the transportation system should be primarily a local responsibility, regional responsibility and state</p>	Clackamas County JPACT	11/2/07 11/8/07	<p>Agree. Section 3.4.1 defines eight components that are proposed to make up the regional transportation system. Regional system maps for each element have also been added to Chapter 3 to establish the geography and focus of regional transportation system investments.</p> <p>Based on the November JPACT discussion and subsequent November 30 TPAC discussion, add language to Chapter 3, Pg. 3-21, Section 3.4.1, that specifically defines the “Regional transportation system,” as follows,</p> <p>“Multi-modal regional transportation facilities and services are defined both functionally and geographically. A facility or service is part of the regional transportation system if it provides access to</p>

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		<p>responsibility in terms of maintenance and expansion of existing infrastructure and services and funding needed investments.</p> <p>JPACT November 8 discussion: JPACT members provided additional direction on this item on November 8. The committee generally agreed with the staff recommendation as presented but emphasized the importance of clearly identifying what elements of the transportation system are of regional interest, and therefore should be addressed in the RTP. In addition, Commissioner Wheeler recommended that staff ensure the RTP clearly describes the Willamette River Bridges as part of the regional transportation system.</p> <p>MPAC November 14 discussion: MPAC deferred discussion of this comment to November 28, pending a recommendation from MTAC on November 21.</p>		<p>any activities crucial to the social or economic health of the Portland metropolitan region, including connecting the region to other parts of the state and Pacific Northwest, and providing access to and within 2040 Target areas, <u>as described below.</u></p> <p>Facilities that connect different parts of the region together by crossing county or city boundaries are crucial to the regional transportation system. Any link that provides access to or within a major regional activity center such as an airport or 2040 target area, is also a crucial element of the regional transportation system, <u>as described below.</u></p> <p><u>As a result, the regional transportation system is currently defined as:</u></p> <ol style="list-style-type: none"> 1. <u>All state transportation facilities (including interstate, state, regional and district highways and their bridges and ramps).</u> 2. <u>All arterial facilities and their bridges.</u> 3. <u>Transportation facilities within designated 2040 centers, corridors, industrial areas, mainstreets and station communities.</u> 4. <u>All high capacity transit and regional transit systems and their bridges.</u> 5. <u>All regional bicycle and pedestrian facilities and their bridges, including regional trails with a transportation function.</u> 6. <u>All other transportation facilities and services that JPACT and the Metro Council determine necessary to complete the regional plan, including Willamette River Bridges, Interstate Bridges, bridges that are part of other elements of the regional system, freight and passenger intermodal facilities, airports, rail facilities and marine transportation facilities.</u> 7. <u>Any other transportation facility, service or strategy that is determined by JPACT and the Metro Council to be of regional interest because it has a regional need or impact (e.g. transit-oriented development, transportation system management and demand management strategies, local street connectivity, culverts that serve as barriers to fish passage and throughway overcrossings).</u>
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				<p><u>Together, these facilities, services and strategies constitute an integrated and interconnected system that supports desired land use as well as all modes of travel for people and goods movement to achieve the goals of the RTP. Specific facilities or services are included in the RTP based on their function within the regional transportation system rather than their geometric design or physical characteristics. More policy discussion is needed to determine what should be designated as the regional transportation system. In addition, the state component of the update will define funding responsibility for different elements of the regional transportation system and establish priorities for addressing identified regional transportation system needs. The definition of the regional transportation system may be refined to respond to this work. “</u></p> <p>This language more clearly describes the regional system identified in Chapter 3. Chapter 3 also identifies a regional interest in local street connectivity and transit service planning that is implemented through Sections 7.4.5 and 7.4.10 in Chapter 7.</p> <p>In addition, the RTP System maps in Chapter 3 identify the Willamette River bridges and other elements as part of the regional transportation system. The system maps do not, however, define financial/funding responsibility for the different parts of the local, regional and state transportation system. Funding responsibility is proposed to be addressed as part of the state component of the RTP.</p>
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2035 Regional Transportation Plan (RTP) – Federal Component
 Summary of Comments Received and Recommendations –
 (comments received October 15 through November 15, 2007)

This document summarizes other recommended changes to respond to comments received in writing, at Metro Council public hearings and during discussions of the Metro Council and Metro advisory committees as part of the formal 30-day public comment period. The comments are proposed to be addressed as a package of consent items without discussion by JPACT.

CONSENT ITEMS FOR JPACT CONSIDERATION					
#	Category	Comment	Source	Date	TPAC Recommendation to JPACT
1.	Language clarification	P. iii – revise bullet on Climate Change to recognize passage by the 2007 Oregon Legislature of HB 3543, which calls for reduction of greenhouse gas emissions to 10% below 1990 levels by 2020 and 75% below 1990 levels by 2050.	Metro Legal Staff	10/23/07	Agree. Amend as requested.
2.	Language clarification	On p. 1-9, and several other places in the plan, the text says “nearly 40 designated centers....” The plan should say “the 38 centers” or “the Central City, seven Regional Centers and 30 Town Centers...” to be clear. Title 12 of the UGMFP includes station communities in the definition of “centers.”	Metro Legal Staff	10/23/07	Agree. Amend as requested.
3.	Language clarification	P. 1-10: -add <u>reduction in emissions of greenhouse gases and reduced per-person consumption of oil for transportation</u> among the “benefits” of the Concept listed.	Metro Legal Staff	10/23/07	Agree. Amend as requested.
4.	Language clarification	P. 1-11, first paragraph: Replace the last sentence as follows: “Money that	Metro Legal Staff	10/23/07	Agree. Amend as requested.

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		would otherwise be spent on car payments, auto insurance and fuel could instead go to mortgage or rent payments.”			
5.	Language clarification	P. 3-13, Objective 4.2, Potential Actions: add new action, “ <u>Support Transit Oriented Development to encourage transit use</u> , consistent with the congestion management strategies listed on page 2-11.	Metro Legal Staff	10/23/07	Agree. Amend as requested.
6.	Language clarification	Miscellaneous typos	Metro Legal Staff	10/23/07	Agree. Amend as requested.
7.	Language clarification	P. 4-2, Principles: Describe who used the principles to select the projects on the financially-constrained list. Same for Principles on p. 6-3.	Metro Legal Staff	10/23/07	Agree. Replace last sentence in section 4.1.1 as follows, “ <u>Eligible project sponsors used the principles in Figure 4.1 to nominate projects and programs to address identified needs.</u> ”
8.	Language clarification	P. 6-2, Financially Constrained System Defined: the last sentence seems awkward, suggesting that the purpose of the system is to prove the region needs more money. That may be the effect, but it’s not the purpose of the federal requirement, which is elsewhere defined as fiscal responsibility. Suggested language change: “ <u>The purpose of developing a financially constrained system is to provide a benchmark to determine whether the region has the resources to provide a transportation system that is sufficient to meet the needs of its expected long-range population and federal air quality standards.</u> ”	Metro Legal Staff	10/23/07	Agree. Amend as requested.
9.	Language	P. 7-1, last bullet: this has the regional-	Metro Legal Staff	10/23/07	Agree. Amend as requested.

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	clarification	local consistency relationship backwards. Replace with "...ongoing monitoring for consistency of changes to local TSPs with the RTP, and RTP consistency with other implementing agency plans...."			
10.	State compliance	P. 7-7, 0030 transportation needs: it is important to recognize that the RTP must use the state's analysis of state needs in the region [0030(2)].	Metro Legal Staff	10/23/07	Agree. Amend as requested.
11.	Language clarification	PP. 7-6 through 7-49: It would help if the box on p. 7-6, besides stating the Section 7.2 will be updated in the state portion, also explains that all of what follows comes from the 2004 RTP and will be revised as part of the update.	Metro Legal Staff	10/23/07	Agree. Amend as requested.
12.	Projects	Include Project #10235 (South Portland Improvements) in financially constrained system. Implementation of this project will allow additional land to be developed and will remove barriers that limit walking, bicycling and access to transit.	Jim Gardner John Perry	11/1/07	<p>This comment has been forwarded to the City of Portland to consider. This project did not meet the additional criteria that the City of Portland used to create the financially constrained list. The following criteria were used to identify projects for the federally constrained list:</p> <ul style="list-style-type: none"> • Projects in Transportation System Plan (TSP) that were also on the Regional Transportation Plan (RTP) • Projects in current Office of Transportation Capital Improvement Plan (CIP) • Projects that received or requested MTIP funds • Projects that received or requested state Transportation Enhancement (TE) funds • Projects that received or requested state ODOT Grant Funds • Projects identified in the Final Systems Development Charge (SDC) project list • Included in a Modal Plan • Projects identified in completed TSP studies

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					Projects included in the financially constrained system are required to match revenue anticipated to be available during the plan period. The city of Portland would need to identify new sources of revenue or remove other projects in order to include this project in the financially constrained system. This project, and others, will be included in additional analysis to be completed during state component of the RTP update.
13.	Transit	Develop service standards for the provision of High Capacity Transit Service that directs minimum service levels, access and connection requirements for specific land uses and destinations, capacity and other elements to better implement regional rapid transit service. This should include developing a Regional Rapid Transit network, using MAX, Commuter Rail and possibly Bus Rapid Transit, which would connect all Regional Centers and cover all the Regional Mobility Corridors. Emphasis should not only be on high capacity and frequency, but also speed.	Fred Nussbaum, AORTA	11/1/07	No change recommended. This will be further addressed in coordination with TriMet and SMART as part of state component of RTP update and Regional High Capacity Transit Study to be conducted by Metro in 2008.
14.	Goal 6, Objective 6.1	Revise Objective 6.1 Natural Environment as follows, " Avoid or minimize undesirable <u>Improve existing conditions and reduce transportation-related storm water run-off, effective impervious surface, and other impacts of the transportation system</u> on fish and wildlife habitat conservation areas, wildlife corridors, significant flora and open spaces." To ensure that the RTP	Brian Wegener, Tualatin RiverKeepers Coalition for a Livable Future and Amanda Fritz	11/1/07 11/15/07	Agree in part. Add new action as follows, " <u>Action 6.3.3 Encourage green street designs and operational practices that improve existing conditions and reduce transportation-related storm water run-off, effective impervious surface, and other impacts of the transportation system during project planning, design, construction, maintenance and operations activities.</u> " Improving existing conditions and incorporating green street designs may not always be practical, but should be encouraged.

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<p style="text-align: center;">CONSENT ITEMS FOR JPACT CONSIDERATION</p>					
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		does not accommodate or encourage growth in impervious area and the continuing decline in our fresh water resources due to urban runoff, this RTP should explicitly state performance criteria that mandate reduction in effective impervious area. The language used “avoid or minimize impacts” does not guarantee that conditions for fish and wildlife will improve.			
15.	Goal 6, Objective 6.3	Revise Objective 6.3 Water Quality and Quantity as follows, “ Protect the region’s water quality and quantity. <u>Restore the region’s water quality and natural stream flows.</u> ” Hundreds of miles of urban streams within Metro’s jurisdiction do not meet state water quality standards for designated beneficial uses and the RTP should support restoring water quality in the region.	Brian Wegener, Tualatin RiverKeepers Coalition for a Livable Future and Amanda Fritz	11/1/07 11/15/07	Agree in part. Revise Objective 6.3 Water Quality and Quantity as follows, “Protect the region’s water quality and quantity. <u>natural stream flows.</u> In addition, add new action as follows, “ <u>Action 6.3.3 Encourage green street designs, operational practices and other strategies during the project planning, design, construction, operation and maintenance activities.</u> ” Improving existing conditions and incorporating green street designs may not always be practical, but should be encouraged through best practices.
16.	Goal 7, Objective 7.2	Revise Objective 7.2 Pollution Impacts as follows, “ Minimize-Reduce <u>impervious surface</u> and transportation-related pollution impacts on residents in the region to reduce negative health effects.” Impervious area should be reduced to address both pollution impacts and hydrological impacts.	Brian Wegener, Tualatin RiverKeepers Coalition for a Livable Future and Amanda Fritz	11/1/07 11/15/07	Agree in part. Revise Objective 7.2 Pollution Impacts as follows, “ <u>Minimize noise, impervious surface and other</u> transportation-related pollution impacts on residents in the region to reduce negative health effects The objective as proposed is consistent with the language and approach called for in Title 13 of the Urban Growth Management Functional Plan, and is covered in Comment #14 and #15, which call for implementing best practices.
17.	Projects	Concerned that two proposed transportation projects, the widening of OR 217 and the I-5 to 99W connector	Brian Wegener, Tualatin RiverKeepers	11/1/07	This comment will be forwarded to ODOT and Washington County for consideration. Metro prepared an analysis of potential conflicts where proposed RTP projects intersect

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		will have severe negative impacts to significant habitat areas. For much of its length, OR 217 follows Fanno Creek and is bordered by numerous wetlands. Likewise, the I-5 to 99W connector could impact significant wetlands and the Tualatin River National Wildlife Refuge.	Coalition for a Livable Future and Amanda Fritz	11/15/07	with environmental resources. Identifying these areas of potential conflict early in the transportation planning process allows for more meaningful consideration of mitigation strategies, including project alignment, design and construction features that avoid or minimize impacts on the resource area. The two projects and others have been identified as having potential environmental impacts. The RTP project list will be updated to include a column that identifies whether a project intersects with regionally-designated habitat conservation areas and other inventoried environmental resources. Actions 6.1.2, 6.1.3, 6.1.5, 6.1.7, and 6.3.2. identify types of environmental considerations to be addressed in future planning. State and federal regulations direct how local transportation system plans and other project development activities should ensure adequate consideration of environmental impacts and design solutions to address this concern. In addition, Metro is developing a guidebook on incorporating wildlife crossings into project designs. The guidebook will serve as a resource for project designs in the Metro region.
18.	Projects	Concerned about projects #10396 (Cornelius Pass Road upgrades to add passing lanes and shoulders) and #10221 (Skyline Boulevard widening to add bike lanes) because project intersects with important wildlife corridor. Project information submitted by sponsoring agencies does not identify potential environmental impacts that should be considered as the projects move forward in project development and design phase. It is important for RTP to identify potential	Carol Chesarek Jim Emerson Christopher Foster	11/1/07 11/12/07 11/12/07	Agree. This comment will be forwarded to Multnomah County and City of Portland for consideration. The project description for #10396 will be updated to reference project is located within county designated wildlife habitat overlap zone. Metro prepared an analysis of potential conflicts where proposed RTP projects intersect with regionally-designated habitat conservation areas which are subject to regulation under Title 13 of the Urban Growth Management Functional Plan. HCAs, by definition are located inside the urban growth boundary. As noted in the comment, identifying these areas of potential conflict early

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		<p>wildlife impacts and ensure wildlife crossing designs are integrated into project designs.</p> <p>Recommend creating an inventory of wildlife crossings in the region, similar to the culvert inventory created in 2002.</p> <p>Consider a broader definition of habitat conservation areas that includes all Goal 5 resources.</p>			<p>in the transportation planning process allows for more meaningful consideration of mitigation strategies, including project alignment, design and construction features that avoid or minimize impacts on the resource area. These projects and others have been identified as having potential environmental impacts. The RTP project list will be updated to include a column that identifies whether a project intersects with regionally-designated habitat conservation areas and/or other inventoried environmental resources included in the region's Goal 5 inventory. Actions 6.1.2, 6.1.3, 6.1.5, 6.1.7, and 6.3.2. identify types of environmental considerations to be addressed in future planning.</p> <p>State and federal regulations direct how local transportation system plans and other project development activities should ensure adequate consideration of environmental impacts and design solutions to address this concern. Recommend adding a new action directing Metro to coordinate the collection of more data to create a wildlife crossings inventory, similar to the culvert inventory, as proposed in the comment. Metro transportation staff will work with Metro Parks and Greenspaces to address these suggestions, as well as consideration of noting projects that were inventoried in the Goal 5 inventory, but that are not in a designated HCA per Title 13. Finally, Metro transportation and parks staff are developing a guidebook on incorporating wildlife crossings into project designs. The guidebook will serve as a resource for project designs in the Metro region.</p>
19.	Graphics	Enlarge Figure 3.2 (2040 Growth Concept Map) to fill entire page for readability.	City of Gresham	10/30/07	Agree. Amend as requested.
20.	Actions	Add new action 3.2.11 to reference	Metro staff	10/30/07	Agree. Amend as follows, " <u>3.2.11 Maintain and</u>

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<p style="text-align: center;">CONSENT ITEMS FOR JPACT CONSIDERATION</p>					
#	Category	Comment	Source	Date	TPAC Recommendation to JPACT
		need to periodically update regional pedestrian and bicycle inventories.			<u>periodically update regional pedestrian and bicycle system inventories in coordination with TriMet, ODOT and local agencies.</u> "
21.	Performance measures	The RTP Round 1 Systems Analysis in Chapter 4 does not adequately report on system performance. ODOT recommends including the volume/capacity ratio maps and data in chapter 4, along with additional narrative analysis by mobility corridor and by congestion "hot spots." Some of the measures that are missing include travel times for select links, travel time contours for industrial areas and intermodal facilities, volume/capacity ratios and delay for main roadway routes on the regional freight network at mid-day, as well as volume/capacity ratios for all mobility corridors during the evening peak period.	Oregon Department of Transportation (ODOT)	11/2/07	<p>Agree in part. A performance measures work group has started developing an evaluation framework that will guide this analysis. Travel time data for selected links is already included in Table 4.8. Truck hours of delay are reported at the system-level in Table 4.7. In the interim, volume/capacity ratio maps and data for the evening two-hour peak period will be added to Table 4.10, with main roadway routes on the regional freight network clearly identified for reference.</p> <p>The analysis in Chapter 4 is a placeholder that describes performance of the RTP pool of investments submitted by ODOT, Trimet and local agencies, and represents more than twice the amount of funding forecasted to be available during the plan period. The analysis was used to narrow the pool of investments to create the proposed financially constrained system, equaling the amount of funding expected to be available.</p> <p>The RTP Investment Pool analysis and subsequent financially constrained system analysis will serve as the starting point for development of a more aspirational system of investments that meets state planning requirements during the state component of the RTP in 2008. The more detailed motor vehicle and transit travel time contour and corridor-by-corridor analysis will be incorporated into Chapter 4 during the state component of the RTP update.</p>
22.	Goals and Objectives	Concerned with Potential Action 2.3.1., which places priority on investments that "implement the Congestion	Oregon Department of Transportation	11/2/07	<p>Agree in part. Add the CMP Roadmap to the Appendix of the RTP for reference.</p> <p>The Congestion Management Process (CMP) is a</p>

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		Management Process (CMP) by addressing a gap or deficiency. The CMP has not been formally reviewed by partner agencies and others through a public process.	(ODOT)		<p>federally-required element that is implemented through the Regional Transportation Plan and Metropolitan Transportation Improvement Program. The purpose of the CMP is to measure system performance, identify causes of congestion, identify and evaluate different actions and implement the most cost-effective solutions.</p> <p>The CMP was formally adopted into the 2000 RTP, and is included in Section 7.6.3 of the draft 2035 RTP. In 2006, Metro submitted a CMP Roadmap to FHWA that has been accepted. The Roadmap describes Metro's current efforts to meet the CMP requirements, Metro's five-year vision, and the steps necessary to achieve the vision. The roadmap identifies the regional mobility corridors that are the the primary focus of the CMP roadmap.</p> <p>Chapter 3 in the October 15 draft includes congestion management objectives and potential actions consistent with federal SAFETEA-LU requirements and the Metro region CMP roadmap. System management strategies and investments are emphasized (Goal 4 and related actions) to manage congestion and improve safety (Goal 5 and related actions). Goal 1, 2 and 3 and related objectives and actions are part of the region's strategy for managing congestion. Goals 6 and 7 and related objectives are part of the region's strategy for considering the environmental and community impacts of transportation investments.</p> <p>Collectively, the new provisions will guide project selection for the RTP as part of this update, and will establish an ongoing monitoring and evaluation system for the CMP that will occur in coordination with periodic updates to the RTP and MTIP. Potential Action 2.3.1 is consistent with the CMP roadmap. Work will continue in the state component of the RTP update to develop the monitoring</p>

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<p style="text-align: center;">CONSENT ITEMS FOR JPACT CONSIDERATION</p>					
#	Category	Comment	Source	Date	TPAC Recommendation to JPACT
					and evaluation framework for identified mobility corridors and other elements of the regional transportation system, as called for in Action 4.1.8.
23.	Policy analysis	Concerned no analysis of how the projects meet the RTP goals has been conducted.	Oregon Department of Transportation (ODOT)	11/2/07	No change recommended. Local agencies submitted a self-scoring evaluation for each community building project submitted, rating how well the project addressed each of the RTP goals. This evaluation will be included in the Appendix to the RTP for reference.
24.	Performance measures	Add Figures 1.13a-e, Areas of Special Concern as referenced in Table 1.2 of the 2004 RTP to Section 3.5 of the 2035 RTP.	Metro staff	11/2/07	Agree. In addition, add the following explanatory text: <u>In areas of special concern, substitute performance measures identified in Chapter 7 will be used to make a determination of whether the transportation system is adequate to serve planned land uses. Areas with this designation are planned for mixed used development, but are also characterized by physical, environmental or other constraints that limit the range of acceptable transportation solutions for addressing a level-of-service need, but where alternative routes for regional through-traffic are provided. Figures 3.19a-e in this chapter defines areas where this designation applies. In these areas, substitute performance measures are allowed by OAR.660.012.0060 (1)(d). Provisions for determining the alternative performance measures are included in Section 7.7.7 of this plan. Adopted performance measures for these areas are detailed in Appendix 3.6. These designations are carried forward from the 2004 RTP. The state component of the RTP update will conduct additional analysis and may identify refinements to these designations, and new areas in the region to apply this designation.</u>

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Figure 3.19.a (formally Figure 1.14.a)

**Portland Central City
Area of Special Concern**



The Portland central city area east of the Willamette River and generally within the I-405 freeway ring has an extensive grid of well-connected arterial, collector and local streets. The Willamette River bridges are a key part of the transportation system, connecting the central city and adjacent neighborhoods to the region. The hilly topography has constrained much of the transportation system in the Northwest and Southwest portions of the central city. Despite these limitations, this area is expected to continue to be served by high-quality transit and be conducive to bicycle and pedestrian travel. Refer to Appendix 3.3 for detail on alternative performance measures identified for this area of special concern.

Figure 3.19.b (Formally Figure 1.14.b)

**Gateway Regional Center
Area of Special Concern**



Gateway regional center is defined as a major crossroads of transportation that is impacted by through traffic that is not destined for the regional center such and which presents barriers to local circulation where congested through-streets isolate some parts of the regional center. Refer to Appendix 3.3 for detail on alternative performance measures identified for this area of special concern.

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Figure 3.19.c (Formally Figure 1.14.c)

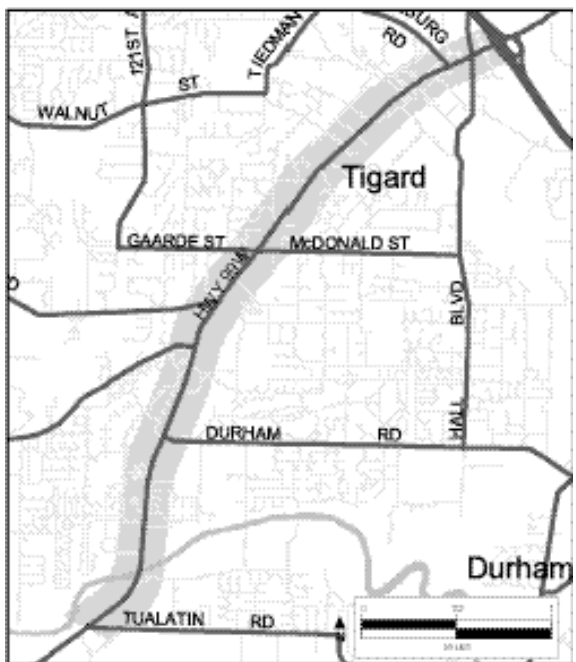
**Beaverton Regional Center
Area of Special Concern**



Beaverton has historically been defined as a crossroads of transportation, with both the advantages and limitations that heavy through traffic brings. While the level of access has helped make the Beaverton regional center a focus of commerce in Washington County, it also presents barriers to local circulation where congested through-streets isolate some parts of the area. Refer to Appendix 3.3 for detail on alternative performance measures identified for this area of special concern.

Figure 3.19.d (Formally Figure 1.14.d)

**Highway 99W
Area of Special Concern**



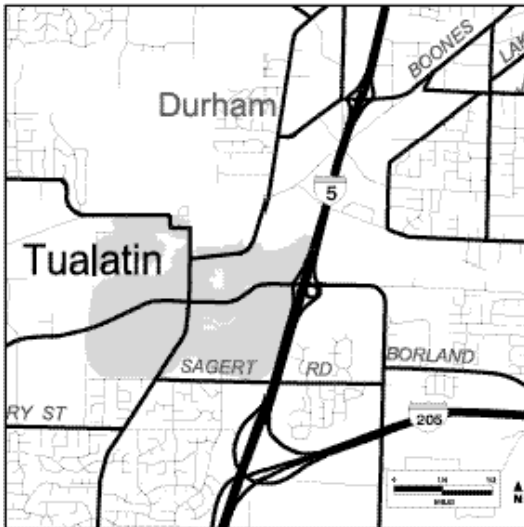
The Highway 99W corridor between Highway 217 and Tualatin Road is designated as a mixed-use corridor in the 2040 Growth Concept and connects the Tigard and Tualatin town centers. This corridor is also designated as an area of special concern due to existing development patterns and economic constraints that limit adding capacity to address heavy travel demand in this corridor. Local planning studies have found that approximately 50 percent of the traffic using this corridor is local. The Regional Transportation Plan establishes the proposed I-5 to 99W connector as the principal route connecting the Metro region to the 99W corridor outside of the region as an alternative to 99W. Refer to Chapter 7 for detail on refinement planning identified for this area of special concern.

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Figure 3.19.e (Formally Figure 1.14.e)

**Tualatin Town Center
Area of Special Concern**



Tualatin town center is adjacent to an important industrial area and employment center. New street connections and capacity improvements to streets parallel to 99W and I-5 help improve local circulation and maintain adequate access to the industrial and employment area in Tualatin. However, the analysis of travel demand on regional streets shows that several streets continue to exceed the LOS policy established in Table 3.X, including Hall Boulevard and Boones Ferry Road. Refer to Chapter 7 for detail on refinement planning identified for this area of special concern.

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25.	Technical correction	Clarify that RTP vision recognizes that some capacity investments will be necessary.	Metro Staff	11/7/07	Agree. Recommend adding the following statement to Pg. 3-4 at the end of the first paragraph, " <u>The RTP recognizes that new transit and road capacity are needed to achieve the Region 2040 vision and support the region's economic vitality.</u> " The March 1 draft policy included a bullet in the executive summary that was developed specific to this TPAC comment. This was inadvertently not carried forward in the October 15 draft plan as the policy framework was reorganized.
26.	Technical correction	Add the following language to page v of the Executive Summary and Chapter 3 (Pg. 3-4) at the end of the first paragraph. " <u>In addition, the plan considers transportation and the economy as inextricably linked, and recognizes investments that serve certain land uses or transportation facilities may have a greater economic return on investment than others.</u> "	Metro Staff	11/7/07	Agree. Amend as requested. The March 1 draft policy included a bullet in the executive summary that was developed specific to this TPAC comment. This was inadvertently not carried forward as the policy framework was reorganized.
27.	Technical correction	Add the following language to the second bullet on page iii of the Executive Summary and Chapter 3 (Pg. 3-4) at the end of the first paragraph, " <u>The plan also recognizes that focusing transportation investments and other strategies to support the gateway function of our transportation system is the primary way in which to strengthen that gateway role for the region and the rest of the state. This means ensuring reliable and efficient connections between intermodal facilities and destinations in, beyond, and through the region to promote the region's</u>	Metro Staff	11/7/07	Agree. Amend as requested. The March 1 draft policy included a bullet in the executive summary that was developed specific to this TPAC comment. Elements of this bullet are also included now included in Chapter 2 (Page 2-18) under section 2.5 (first bullet) and objectives under Goal 2.

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		<u>function as a gateway for trade and tourism.</u>			
28.	Technical correction	Update Figure 3.17 on Pg. 3-43 to add a highway design designation on Tualatin Valley Highway between Hillsboro and the city of Cornelius.	City of Forest Grove	11/7/07	Agree. Amend as requested.
29.	Performance measures	Support general shift away from relying principally on level of service (LOS) to define transportation needs. Concern with LOS D being the trigger for capacity deficiencies during the mid-day period. LOS E is more appropriate and consistent with other mid-day period standards in Table 3.16.	City of Portland	11/7/07	No change recommended. A broader set of key performance measures that consider safety, reliability, and land use, economic and environmental effects, and refinements to Table 3.16 will be developed during the state component of the RTP update. This issue will be raised for consideration as part of that effort.
30.	Language clarification	Add "main streets" to the description of the 2040 Growth Concept on page 1-9.	City of Forest Grove	11/7/07	Agree. Amend as requested.
31.	Process	Clarify for the public record what elements of the RTP will be subject to refinement during the state component of the RTP update in 2008.	TPAC and MTAC ODOT	11/2/07 and 11/7/07 11/15/07	All elements of the federal component of the 2035 Regional Transportation Plan will be subject to refinement during the state component in 2008. This includes goals, objectives, performance measures, actions and other policies in Chapter 3, the system analysis in Chapter 4, investment priorities in Chapter 6 and implementation strategies in Chapter 7.
32.	Economic trends	Expand analysis in Chapter 2, Pg. 2-12 to describe the value of different goods shipped out of the Port of Portland.	Lenny Anderson, Swan Island TMA	11/5/07	Agree. Amend as requested with information from the Regional Freight Plan effort.
33.	Maintenance	Expand discussion in Chapter 2 related to Figure 2.8, pg. to describe recent maintenance of the Willamette River bridges. The information suggests that nothing has been done since the year of construction.	Lenny Anderson, Swan Island TMA	11/5/07	Agree. Amend as requested as follows, <u>"Many bridges have all seen considerable investments in recent years. The Marquam was the first Portland bridge to undergo a seismic retrofit in 1995.</u> <u>The Hawthorne bridge is the oldest regional bridge in Portland. From 1998-99, the bridge went through a \$21 million restoration, which included replacing the steel</u>

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					<p><u>grated deck, removal of lead-based paint and repainting, widening the sidewalks were widened to enhance pedestrian and bicycle travel. In 2001, the sidewalks were connected to the Eastbank Esplanade.</u></p> <p><u>The Steel bridge is currently owned by Union Pacific with the upper deck leased to Oregon Department of Transportation, and subleased to TriMet, although the City of Portland is responsible for the approaches. Between 1984 and 1986 the Steel bridge underwent a \$10 million rehabilitation including MAX construction. In 2001, a cantilevered walkway was installed on the southern side of the bridge's lower deck as part of the Eastbank Esplanade (there are also sidewalks on the upper deck). The average daily traffic in 2000 was 23,100 vehicles (including many TriMet bus lines), 200 MAX trains, 40 freight and Amtrak trains, and 500 bicycles.¹</u></p> <p><u>In 1997, Multnomah County replaced the lift-span sidewalk and installed guardrails on the Broadway Bridge. Sidewalks and lighting were replaced on the Broadway Bridge in 2001. From 2003-2005 additional bridge rehabilitation work included the replacement of steel grating and some painting.</u></p> <p><u>In 2002, the Burnside bridge went through a seismic retrofit, making it the first bridge operated by Multnomah County to receive earthquake protection. The bridge is currently under construction in order to replace the deck. This project is scheduled to be complete in late 2007</u></p> <p><u>Upon discovery of cracks in both concrete approaches in January 2004, the weight limit on the Sellwood bridge was lowered from 32 tons to 10 tons. This has caused the diversion of 94 daily TriMet bus trips over the bridge. At</u></p>

¹ <http://www.answers.com/topic/steel-bridge?cat=technology>. Retrieved on 11/09/07.

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					<p><u>present there is study underway to determine whether the bridge should be repaired, rebuilt, closed altogether, or closed for automotive traffic (but left open for pedestrians and bicycles). A replacement is estimated at around \$80 million.</u></p> <p><u>The Ross Island bridge underwent a \$12.2 million renovation in 2000-2001. The bridge deck, sidewalk and lighting were replaced, the railings were upgraded, and the drainage system was improved During this renovation, lead paint was discovered and removed.</u></p> <p><u>From 2003 to 2006, ODOT completed a major rehabilitation of the St. John's bridge, including the replacement of the deck, repainting of the towers, waterproofing the main cables, replacing nearly half of the 210 vertical suspender cables, lighting upgrades, and improving access for bicycle and pedestrian travel.</u></p> <p><u>The region's first toll bridge, the Interstate Bridge (I-5/Columbia River Crossing) is actually made up of two side-by-side bridges. The northbound bridge was built in 1917 and the southbound bridge in 1958. Today, the Interstate Bridge carries 135,000 vehicles per day. Because congestion is so heavy in the morning and evening commute hours, bridge lifts for river traffic have been restricted during the weekday rush hour. Narrow lanes, short on-ramps, and a lack of safety shoulders on the bridge contribute to crashes. In addition, the existing bridge is at risk if a significant earthquake occurred in the region.</u></p> <p><u>A study is underway to determine how best to address current and future needs of this bridge. The estimated</u></p>

² It cost travelers 5 cents to cross in 1917. In 1960, tolls of 20 cents for cars, 40 cents for light trucks, and 60 cents for heavy trucks and buses were collected until 1966 to pay off the construction bonds for the second bridge.

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					<u>costs of bridge improvements range from \$2 to \$6 billion to fund bridge, highway and transit improvements in the study area. The RTP does not include construction costs for identified improvements. The Columbia River Crossing project will seek federal, state and local funding. In addition, tolling will be studied as a method to help finance the project. Tolls paid for the construction of the existing I-5 bridges in 1917 and 1958.² A formal public comment period is expected in the spring of 2008 on the selection of the best alternative. The study's recommendations will be amended into the RTP as part of future updates to the plan.</u>
34.	Bi-State coordination	Metro's RTP should be coordinated more with SW WA's RTC regional corridors visioning effort. Ironically, the most serious gap in the regional arterial network is across the Columbia River. The plans, visions, funding of the entire metro area need to be fused.	Lenny Anderson, Swan Island TMA Paul Edgar	11/5/07 10/31/07	Agree. This comment has been forwarded to the Bi-State committee for discussion and recommendation on how best to coordinate these efforts during the state component of the RTP update. See comments #94-97.
35.	Policy	Clarify what elements of RTP will be subject to refinement during state component of RTP update. Concern RTP goals, objectives and actions in Chapter 3 have not had full discussion needed to understand implications for local plans and projects. Therefore, lack of comments on Chapter 3 does not constitute acceptance of policies. Consider including 2004 RTP goals in 2035 RTP instead.	Washington County JPACT	11/7/07 11/8/07	The 2004 RTP policy chapter is not SAFETEA-LU compliant. The federal component of the RTP update will be approved by Metro Resolution, and as such does not constitute a land use action applicable to local plans. All chapters of the RTP will be subject to refinement during the state component of the RTP update, including Chapter 3, Chapter 4 system analysis, the financially constrained system of investments in Chapter 6 and implementation elements described in Chapter 7. An updated draft plan will be subject to a 45-day comment period in Fall 2008. Metro expects all agencies and interested parties to review and provide additional recommended refinements to Chapter 3 and other plan chapters during that comment period. The approval action in Fall 2008 will be by Ordinance and constitute a land use action that addresses

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					requirements in the transportation planning rule and statewide planning goals.
36.	Technical analysis	Better distinguish between Chapter 4 analysis on RTP Investment Pool and the analysis to be summarized in Chapter 6 for the financially constrained system of investments. Clarify how these analyses will be used in the state component of the RTP update.	City of Beaverton	11/7/07	System analysis of the financially constrained system will be added to Chapter 6 after the federal component of the plan is approved. The analysis in Chapter 4 and Chapter 6 will inform development of additional scenarios analysis during the state component of the RTP update. The additional analysis will guide identification of a set of investments to meet state planning requirements. The Chapter 4 analysis will be updated accordingly to report on this set of investments. The analysis and investments in Chapter 4 will be used to determine adequacy with planned land uses, consistent with the transportation planning rule. Refinements may also be identified to the investments priorities in Chapter 6 during the state component of the RTP to respond to the additional analysis and performance measures that will be developed.
37.	Process	Include more elements of the Regional Freight and Goods Movement planning effort in the RTP	Westside Economic Alliance	11/8/07	Agree. More detailed background reports will become an appendix to the plan. In addition, performance measures and actions will be integrated into the plan during the state component of the RTP update.
38.	Federal compliance	Expand bullets on purpose of RTP on Page ii. in executive summary, to include the following language from CFR 23 450.322(b), " <u>define short and long-term strategies to address current and future transportation needs</u> "	FHWA	11/9/07	Agree. Amend as requested.
39.	Language clarification	Expand bullet on geopolitical instability on Page iii. in executive summary, to include the following language "Geopolitical instability, <u>uncertain energy supplies</u> and other trends will continue to drive up transportation	Dick Scouten FTA	11/7/07 11/9/07	Agree. Amend as requested.

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		costs...” and expand discussion in Chapter 2, Pg. 2-15.			
40.	Language clarification	Reinforce accessibility elements of the plan in executive summary.	FTA	11/9/07	Agree. Amend page iv., item #2 as follows, “ A systems approach that emphasizes completing gaps in the regional transportation network and protecting regional mobility corridors to address safety and congestion deficiencies to ensure a safe, accessible, reliable and seamless transportation system. The plan views the transportation system as an integrated and interconnected whole that supports <u>desired</u> land use and <u>as well as</u> all modes of travel for people and goods movement. This approach relies on a broader, multi-modal definition of transportation need, recognizing that the region’s ability to physically expand right-of-way to increase capacity is limited by fiscal, environmental and land use constraints. This approach responds in part to recent policy direction from the federal and state levels to better link system management with planning for the region’s transportation system and <u>as well as</u> direction from the residents of the region to provide a balanced transportation system that expands transportation choices for everyone. <u>Accessibility and reliability</u> of the system, particularly for commuting and freight, is emphasized and will be evaluated and monitored through an integrated, multi-modal mobility corridor strategy. <u>Improving access to and within 2040 Target Areas and completing gaps in pedestrian, bicycle and transit systems is also a critical part of this strategy.</u> ”
41.	Technical analysis	Page 2-5, expand discussion of average commute time.	FHWA	11/9/07	Agree. Amend as follows, “However, the average commute time in the region grew by only <u>5 minutes</u> between 1990 and 2000, increasing from <u>19 minutes to 25 minutes.</u> ³ Nationally, the average commute time grew from

³ Source: U.S. Census Bureau, which stated one minute of the increase in travel time is due to a change in methodology.

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					<p><u>22 minutes to 26 minutes during this same period. By 2006, Multnomah County residents had the shortest commutes in the region by a small margin. Clackamas County residents had the longest commutes in 2006, more than two minutes longer than Multnomah and Washington counties.</u></p>
42.	Language clarification	Page 2-6, add legend or distinguish between two lines in Figure 2.2.	FHWA	11/9/07	Agree. Amend as requested.
43.	Federal compliance	Pages 2-10-2-11, expand discussion on congestion management process (CMP) to strengthen link between CMP and RTP, identify other strategies for addressing congestion in the region and add CMP Roadmap to Appendix.	FHWA and FTA	11/9/07	<p>Agree. Amend as requested. On page 2-11, add the following language at the end of the first paragraph, <u>“Work is underway in the region to develop a broader set of measures that consider safety, reliability, accessibility, and land use, economic and environmental effects. This work will result in refinements to existing performance measures described in Chapter 3 during the state component of the RTP update. The measures will be used to identify, among other things, deficient transportation facilities and services in the plan and diagnose the extent of congestion during the two-hour evening rush hour and mid-day off-peak period. The new set of measures will help the region develop strategies to address congestion in a more strategic manner given limited transportation funding and potential environmental and community impacts.</u></p> <p>Add new bullets on page 2-11 referencing additional congestion management strategies, as follows,</p> <ul style="list-style-type: none"> • <u>“Implementation of a high-occupancy vehicle (HOV) lane on one section of I-5 northbound. During the evening rush hour, when the HOV rule is in effect, drivers eligible to use that travel lane are able to travel significant faster (45 mph) than drivers traveling in the general purpose lanes (20-25 mph). The effects of this HOV lane are limited by bottlenecks at either end of the</u>

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					<p><u>HOV lane section – most notably the Columbia River Crossing Bridge on the north end.</u></p> <ul style="list-style-type: none"> • <u>Public education efforts promoting trip-reduction, such as the Drive Less Save More Campaign.</u> • <u>Promotion of walking, bicycling and transit use. Many cities in the region are helping residents learn about available transportation choices, including the Travel Smart program in the City of Portland.</u> • <u>Safe Routes to School activities in the region. This federally-funded program provides safety education empowering students to walk or bike to school. Up to ___ percent of morning rush hour traffic are parents driving children to school.</u> <p>In addition, add the following descriptive language in Chapter 1, pg., as follows “<u>1.1.1 Federal Transportation Boundaries</u> - Federal law requires several metropolitan transportation planning boundaries be defined in the region for different purposes. These boundaries are shown in Figure 1.2. First, the Urbanized Area Boundary (UAB) is defined to delineate areas that are urban in nature distinct from those that are largely rural in nature. The Portland-Vancouver metropolitan region is somewhat unique in that it is a single urbanized area that is located in two states and is served by two MPOs. The federal UAB for the Oregon-portion of the Portland-Vancouver metropolitan region should not be confused with the Metro Urban Growth Boundary (UGB). Second, MPO's are required to establish a Metropolitan Planning Area (MPA) Boundary, which marks the geographic area to be covered by MPO transportation planning activities. At a minimum, the MPA boundary must include the urbanized area, areas expected to be urbanized within the next twenty years and areas within</p>

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					<p><u>the Air Quality Maintenance Area Boundary (AQMA). The federally-designated AQMA boundary includes areas located within attainment areas that are required to be subject to air quality conformity analysis.</u></p> <p><u>Finally, because the region has a population of more than 200,000 the Portland-Vancouver metropolitan area is designated as a Transportation Management Area (TMA) by the federal government and must have a congestion management program, consistent with federal SAFETEA-LU regulations. Metropolitan transportation planning activities within these boundaries are documented in Metro's Unified Planning Work Program (UPWP).</u></p>
44.	Federal compliance	Page 2-10, add map showing locations of identified bottlenecks.	FHWA	11/9/07	Agree. Amend as requested.
			ODOT	11/15/07	
45.	Federal compliance	Page 2-11, expand safety discussion to identify how incidents and bottlenecks will be addressed in the plan.	FHWA	11/9/07	<p>Agree. Amend as follows, "<u>The RTP includes a number of investments and actions aimed at further improving safety in the region, including:</u></p> <ul style="list-style-type: none"> • <u>Investments targeted to address known safety deficiencies and high-crash locations</u> • <u>Completing gaps in regional bicycle and pedestrian systems.</u> • <u>Retrofits of existing streets in downtowns and along main streets to include on-street parking, street trees marked street crossings and other designs to slow traffic speeds to follow posted speed limits.</u> • <u>Intersection changes and ITS strategies, including signal timing.</u> • <u>Expanding safety education, awareness and multi-modal data collection efforts at all levels of government.</u>"
46.	Technical analysis	Page 2-13, expand discussion on safety to describe data needs to better	FHWA	11/9/07	Agree. Amend as follows, " <u>Traffic safety affects the Metro region on multiple levels. Safety fears prevent many from</u>

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		analyze severity and economic impacts of crashes. Data is currently uneven, inaccessible and not comprehensively managed, thereby limiting evaluation and monitoring of the transportation system.			<p><u>choosing to walk or bike. Crashes cause personal tragedy, lost productivity, rising insurance costs, congestion and delay to the movement of people and goods. Increasing awareness of safety issues is a first step to improving safety in the region.</u></p> <p><u>Injuries and loss of life are just one method by which to gauge the impact of crashes. Economic measures provide an added perspective. According to National Safety Council figures, each vehicle fatality corresponds to \$5.2 million in economic costs, which includes medical costs, lost wages, lost productivity, property damage and administrative costs.⁴</u></p> <p><u>Speeding has also been estimated to be a contributing factor in approximately 1/3 of all fatal crashes, representing a cost of more than \$40 billion nationwide. Speeding is a complex safety problem that involves numerous factors like public attitudes, driver behavior, vehicle performance, roadway design, posted speed and enforcement strategies. Federal research shows speed-related fatality rates are highest on local and collector streets. Figure 2.7 shows crash data for 2005 by road type in the Metro region.”</u></p> <p><u>The best, most comprehensive source of crash data is collected and maintained by ODOT’s Crash Analysis Unit. The data is distributed to local governments to conduct safety analysis. ODOT is currently working to improve the usability of this data. A better system for centralized crash data for all modes of travel is needed.</u></p>
47.	Federal compliance	Objective 5.1 Operational Safety and relation actions should be broadened to include public safety elements and	FHWA	11/9/07	Agree. Amend objective 5.1 as follows “Operational and Public Safety.” Amend Action 5.1.3 as follows, “Promote safety in the <u>planning, design, construction, and operation</u>

⁴ Page 50. Cascadia Scorecard 2006: Seven Key Trends Shaping the Northwest, Sightline Institute (2006).

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		recognize the need to include safety in planning activities and for more comprehensive and useable data to improve evaluation and monitoring of safety in the region.			<u>and maintenance of the transportation system.</u> Add new action 5.1.7 as follows, <u>“Work with ODOT to improve collection, integration and comprehensibility of multi-modal safety data and to support analysis, effective response to safety issues and identification of projects and management strategies.”</u> Add new action 5.1.8 as follows, <u>“Establish performance measures and benchmarks for evaluating and monitoring safety in the region.”</u>
48.	Federal compliance	Page 2-15, expand discussion on security and emergency management to more clearly distinguish between natural and human-caused disasters and how the region will address them.	FHWA	11/9/07	<p>Agree. Amend as follows, <u>The terrorist event of September 11, 2001 and Hurricane Katrina in 2005 provide good illustrations of the challenges facing metropolitan areas in preparing for and responding to unexpected security incidents or natural disasters. Terrorist attacks are sudden and without notice. Natural disasters such as the Mt. St. Helens volcanic eruption, Hurricane Katrina or earthquakes often, but not always, have some early warning.</u></p> <p><u>One lesson from past events is paramount—effective coordination and communication among the many different operating agencies in a region and across the nation is absolutely essential.⁵ Such coordination is needed to allow enforcement/security/safety responses to occur in an expeditious manner, while at the same time still permitting the transportation system to handle the possibly overwhelming public response to the security incident or natural disaster. Complementary to this is the need to make sure the public has clear and concise information about the situation and what actions they should take. Most studies of sudden disruptions to the transportation network, either from natural or human-made</u></p>

⁵ The Role of the Metropolitan Planning Organization (MPO) In Preparing for Security Incidents and Transportation System Response, Michael D. Meyer, Ph.D., P.E. Georgia Institute of Technology. Accessed November 10, 2007 at <http://www.planning.dot.gov/Documents/Securitypaper.htm>.

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					<p><u>causes, have concluded that the redundancies in a metropolitan area’s transportation system provides a rerouting capability that allows the flow of people and vehicles around disrupted network links.</u></p> <p><u>The RTP calls for placing a priority on investments that increase system monitoring for operations, management and security of the regional mobility corridor system. These types of investments would enhance existing coordination and communication efforts in the region, and recognize these facilities would serve as the primary transportation network in the event of an evacuation of the region. The plan also directs Metro to work with local, state and regional agencies to identify critical infrastructure in the region, assess security vulnerabilities and develop coordinated emergency response and evacuation plans. In addition, transportation providers are directed to monitor the regional transportation and minimize security risks at airports, transit facilities, marine terminals and other critical infrastructure. Future RTP updates will consider expanding Metro’s role, as the MPO, to increase existing coordination and planning efforts in the region and funding of initiatives to address these issues.”</u></p>
49.	Technical analysis	Page 2-15, expand discussion to more clearly highlight potential impacts of global climate change as described in the “Key Environmental Issues” background report.	FTA Jan Secunda Mary Kyle McCurdy, 1000 Friends of Oregon	11/9/07 11/15/07 11/15/07	<p>Agree. Amend the second paragraph in Section 2.3.8.5 to include the following language, <u>“Transportation activities are one of the largest sources of greenhouse gas emissions. Currently, transportation accounts for an estimated 38 percent of the state’s carbon dioxide emissions... While there are no State or Federal standards, it is possible to monitor the amounts of air toxics such as benzene and greenhouse gases. In 2007, the Oregon Legislature passed HB 3543, which commits the state to reduce greenhouse gas emissions to 10% below 1990 levels by 2020 and 75% below 1990 levels by</u></p>

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					<p><u>2050. Metro will begin monitoring these emissions as part of RTP updates to establish what trends there may be from transportation-based sources.</u></p> <p><u>Many challenges to the transportation system may arise from climate change and more research is needed to better understand the long-term affects. Warmer temperatures could affect the service life of transportation infrastructure. The predicted severe weather may increase the frequency of landslides and flooding. These types of events could result in damaged roads and rail infrastructure. Climate change could also affect system operations in the areas of safety, mobility and economic competitiveness.</u></p>
50.	Policy actions	Page 3-9, Objective 2.3 – clarify how the plan addresses congestion in mobility corridors, recognizing new highway capacity is appropriate in some, but not all situations because of fiscal limitations or environmental and community impacts.	FHWA/FTA	11/9/07	Agree. Amend Action 2.3.3 to add reference to CMP process in Chapter 7, Section 7.6.3 as follows, “2.3.3 Consider a full range of options for meeting this objective...as well as small and larger-scale multi-modal capacity investments, <u>consistent with Section 7.6.3.</u> In addition, see recommendation for comment #22.
51.	Process	Highlight regional goods and freight movement planning effort and engagement of freight and business stakeholders in the process.	FHWA	11/9/07	Agree. Amend as requested by adding additional language on pg. 1-12.
52.	Process	Pg. 2-13, Section 2.3.8.1, describe next steps in freight planning effort to develop measures that will improve analysis tools to guide identification of freight-related investment priorities. Pg. 3-10, add action to improve data collection efforts and develop measures for freight and goods movement in the region.	FHWA	11/9/07	<p>Agree. Amend as requested with the following new language, <u>“Work is underway to begin development of a broad range of performance measures to be used to guide the evaluation and prioritization of investments in the RTP. Development of freight-related measures will be part of that effort.”</u></p> <p>In addition, add new action as follows, <u>“2.4.8 Improve freight-related data collection and develop measures that address the economic value of freight and goods movement.”</u></p>

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53.	Federal compliance	Include more detailed Environmental Considerations analysis required under SAFETEA-LU in appendix.	FHWA	11/9/07	Agree. Include background reports on “Key Environmental Issues,” “Environmental Justice in Metro’s Transportation Planning Process” and memorandum on Environmental Considerations in the appendix. In addition, environmental analysis of the financially constrained system of projects (once approved) will be added to Chapter 6 of the plan.
54.	Federal compliance	Expand the discussion in Chapter 5, section 5.4 of the costs and revenues for Operation and Maintenance of the region’s transportation system to more clearly describe how maintenance of the system will be achieved.	FHWA	11/9/07	Agree. Amend as requested.
55.	Federal compliance	Show RTP project costs and revenues in year of expenditure per CFR 450.322(f)(10)	FHWA	11/9/07	Agree. Amend as requested. This information will be included in the Appendix.
56.	Federal compliance	Increase use of visualization techniques throughout document to improve readability, including maps of congested corridors and key bottlenecks.	FHWA	11/9/07	Agree. Amend as requested. Additional maps and graphics will be added to more clearly illustrate data and other elements of the plan.
57.	Federal compliance	Add access management and value pricing to list of activities in Action 4.1.7 and expand discussion under Section 3.4.4 on transportation system management and operations to include access management.	FHWA ODOT	11/9/07 11/15/07	Agree. Amend Action 4.1.7 as follows, “Manage the existing transportation system to protect throughway, street and transit capacity, optimize operating efficiency, enhance safety and manage congestion through the application of Intelligent Transportation Systems (ITS), incident response, <u>access management</u> , <u>value pricing</u> , high-occupancy vehicle lanes, and other system management and demand management strategies. In addition, add description of access management on Pg. 3-49 as follows, “ <u>Access management – These are physical and operational controls that regulate access to streets, and throughways from public streets and private driveways in the interest of protecting regional mobility. These measures include restrictions on the location of</u>

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					<u>interchanges, restrictions on the type and amount of driveway and intersection access to streets and use of physical controls, such as signals and raised medians, to preserve the function and integrity of the main facility.</u>
58.	Project	Revise description for project #10088, as follows, “Lower Boones Ferry Road – (I-5) Madrona Street to Portland Kruse Way – Improve bike/ped connections within this corridor <u>Widen to include bike lanes and turn lanes.</u> ”	City of Lake Oswego	10/24/07	Agree. Amend as requested.
59.	Project	A safer bicycle connection to Sauvie Island is needed. Consider a bridge at Delta Park or a multi-use trail along Highway 30.	Sidney Smith	11/1/07	No change recommended. This comment will be considered further during the state component of the RTP update.
60.	Projects	Reformat Table 6.1 to show hidden data/project information.	Margaret Middleton, city of Beaverton Jim Galloway, City of Troutdale ODOT	10/30/07 11/8/07 11/15/07	Agree. Project list display will be reformatted to improve display to show all text within each cell.
61.	Goals	The goals should be prioritized as follows, (1) Deliver Accountability, (2) Enhance Human Health, (3) Ensure Sustainability, (4) Enhance Safety and Security, (5) Promote Environmental Stewardship, (6) Ensure Effective Management of the Transportation System. Other goals will be addressed if the above goals are properly addressed.	Will Woodhull	11/3/07	No change recommended. The goals themselves are not listed in order of priority. The RTP balances across all of the goals. Priorities for investments are identified for each objective. The state component of the RTP update will develop a broad range of performance measures to be used to guide the prioritization of investments in the RTP. See also comment #2 in attachment 1 (Items for JPACT Discussion).
62.	Climate change	Page 1-5, add reference to U.S. Supreme Court ruling on CO2	Metro staff	11/12/07	Agree. Amend as follows, “ <u>In April 2007, the U.S. Supreme Court ruled that the Environmental Protection</u>

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		emissions.			<u>Agency violated the Clean Air Act by improperly declining to regulate motor vehicle emissions standards to control the pollutants, such as CO2, that scientists say contribute to global warming. The ruling could also lend important authority to efforts by the states either to force the federal government to reduce greenhouse gas emissions or to be allowed to do it themselves. California and 10 other states had already enacted some regulations to require reductions in CO2 emissions prior to the ruling. In 2007, the Oregon Legislature passed HB 3543, which calls for reduction of greenhouse gas emissions to 10% below 1990 levels by 2020 and 75% below 1990 levels by 2050.</u>
63.	Technical analysis	Page 2-5, add new section describing non-work trips in the region to complement “commuting” section and expand commuting section to disaggregate mode share and share of residents commuting to another county for work by County.	Metro staff	11/12/07	Agree. Amend as requested.
64.	Policy	Add the word “healthy” to Goal 1 as follows, “...that fosters vibrant, healthy communities...”	Noelle Dobson, Community Health Partnership Coalition for a Livable Future	11/12/07 11/15/07	Agree. Amend as requested.
65.	Policy	Substitute “human health” with the word “public” in Goal 5 as follows, ““Multi-modal transportation infrastructure and services are safe and secure for the <u>public</u> <u>human health</u> and goods movement.”	Noelle Dobson, Community Health Partnership Coalition for a Livable Future	11/12/07 11/15/07	No change recommended. Human health is well-integrated into other RTP goals and objectives.
66.	Policy	Revise Goal 8 to more specifically reference population demographics	Noelle Dobson, Community	11/12/07	Agree. Amend as requested.

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		and geography, as follows, "Regional transportation planning and investment decisions ensure the benefits and impacts of investments are equitably distributed among population demographics and geography."	Health Partnership Coalition for a Livable Future	11/15/07	
67.	Actions	Add new action to Goal 3 as follows, " <u>3.1.13 Coordinate with regional trail planners to encourage role of trails as part of the transportation network.</u> "	Noelle Dobson, Community Health Partnership Coalition for a Livable Future	11/12/07 11/15/07	Agree. Amend as requested.
68.	Actions	Page 3-11, amend Action 3.2.1, as follows "Place a priority on investments that remove barriers that prevent access to the transportation system <u>for underserved populations.</u> AORTA suggested language, "...that prevent access to <u>all modes of the transportation system.</u> "	Noelle Dobson, Community Health Partnership Coalition for a Livable Future and AORTA	11/12/07 11/15/07	Agree. Amend as requested.
69.	Actions	Page 3-11, add new action to Objective 3.2. as follows, " <u>Coordinate transportation and land uses to reduce barriers to non-motorized travel by reducing travel lengths from residential to worksites, schools, food and services.</u> "	Noelle Dobson, Community Health Partnership Coalition for a Livable Future	11/12/07 11/15/07	Agree. Amend as requested.
70.	Actions	Page 3-15, add new action to Objective 5.1 as follows, " <u>Promote transportation infrastructure that supports safe and secure walking and bicycling routes for people of all ages</u>	Noelle Dobson, Community Health Partnership	11/12/07 11/15/07	Agree. Amend as requested.

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		<u>and abilities.”</u>	Coalition for a Livable Future		
71.	Actions	Page 3-17, amend Action 7.1.1 as follows, “Place a priority on investments that increase opportunities for physical activity <u>active forms of transportation including walking, biking and transit.</u> ”	Noelle Dobson, Community Health Partnership Coalition for a Livable Future	11/12/07 11/15/07	Agree. Amend as requested.
72.	Actions	Page 3-17, <u>add new actions as follows, “7.1.6 Coordinate with public health professionals to conduct health impact assessments to judge potential impact of transportation infrastructure on human health. 7.1.7 Coordinate with regional trail planners to encourage role of trails as part of the transportation network. 7.1.8 Coordinate with transit providers to provide safe walking routes to transit stops.”</u>	Noelle Dobson, Community Health Partnership Coalition for a Livable Future	11/12/07 11/15/07	Agree. Amend as requested.
73.	Actions	Page 3-17, amend Action 7.1.2 as follows, “Locate housing, jobs, schools, parks and other destinations <u>within ¼ mile walking distance or 1 mile bicycling distance</u> of each other when possible.”	Noelle Dobson, Community Health Partnership Coalition for a Livable Future	11/12/07 11/15/07	Agree. Amend as requested.
74.	Actions	Page 3-18, amend Objective 8.1 as follows, “Objective 8.1 Environmental Justice – Ensure benefits and impacts of investments are equitably distributed <u>by population demographics and</u>	Noelle Dobson, Community Health Partnership	11/12/07 11/15/07	Agree. Amend as requested.

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		<u>geography.</u> "	Coalition for a Livable Future		
75.	Actions	Page 3-18, amend Action 8.2.1 as follows, "Place a priority on investments that remove barriers to benefit special access needs <u>for people of all ages and abilities.</u> "	Noelle Dobson, Community Health Partnership Coalition for a Livable Future	11/12/07 11/15/07	Agree. Amend as requested.
76.	Language clarification	Page 7-49, first paragraph, revise as follows, "...investments lead to a safe, efficient and reliable transportation system or meet other RTP goals for land use, the economy, <u>human health</u> and the environment."	Noelle Dobson, Community Health Partnership Coalition for a Livable Future	11/12/07 11/15/07	Agree. Amend as requested.
77.	Measures	Page 7-49, Goal 1 add the following potential performance measures, " <u>Mode split to determine walking, biking and transit ridership rates.</u> "	Noelle Dobson, Community Health Partnership Coalition for a Livable Future	11/12/07 11/15/07	Agree. Amend as requested.
78.	Measures	Page 7-52, Goal 5, add <u>overall vehicle miles traveled</u> to list of potential measures.	Noelle Dobson, Community Health Partnership Coalition for a Livable Future	11/12/07 11/15/07	Agree. Amend as requested.

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79.	Measures	Page 7-52, Goal 7, amend first bullet as follows, "Number of non-automotive walking, biking and transit trips per capita per day." And add two new potential measures as follows, " <u>Length of walking and biking trips.</u> " and " <u>Minutes of daily active transportation (walking and biking).</u> "	Noelle Dobson, Community Health Partnership Coalition for a Livable Future	11/12/07 11/15/07	Agree. Amend as requested.
80.	Measures	Page 7-52, delete daily VMT and BTU's consumed per capita as these measures do not tell you anything about human health.	Noelle Dobson, Community Health Partnership Coalition for a Livable Future	11/12/07 11/15/07	Agree. Amend as requested.
81.	Technical analysis	Page 2-2, Section 2.1, first paragraph, add the following language, " <u>Trends also indicate that higher numbers of low-income, culturally diverse populations are moving to areas with higher numbers of transportation system gaps and barriers. This highlights the need for regional transportation planning to strive for equitable distribution of transportation resources by both population and geographic distribution.</u> "	Noelle Dobson, Community Health Partnership Coalition for a Livable Future	11/12/07 11/15/07	Agree. Amend as requested.
82.	Technical analysis	Page 2-3, third paragraph, add the following language, " <u>Regional research indicates that the areas with highest percentage of in-migration by low-income, culturally diverse populations are less served by transit, bicycle, and</u>	Noelle Dobson, Community Health Partnership Coalition for a	11/12/07 11/15/07	Agree. Amend as requested.

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		<u>pedestrian facilities than higher income areas.</u> ⁶ <u>These factors highlight the need to address transportation equity for populations at all income levels and communities outside the central city.</u> "	Livable Future		
83.	Technical analysis	Page 2-3, fourth paragraph, amend last sentence as follows, "An aging population requires transportation facilities designed to <u>equitably</u> serve people with a range of physical abilities."	Noelle Dobson, Community Health Partnership Coalition for a Livable Future	11/12/07 11/15/07	Agree. Amend as requested.
84.	Technical analysis	Page 2-5, Section 2.3, first sentence, amend as follows, "Travel behavior—mode choice, commuting patterns, trip length and frequency—is influenced by demographics, land use, transportation costs, transportation access, <u>health factors</u> , the economy, employment locations and job types as well as social and environmental values."	Noelle Dobson, Community Health Partnership Coalition for a Livable Future	11/12/07 11/15/07	Agree. Amend as requested.
85.	Technical analysis	Page 2-6, Section 2.3.2, second paragraph, add the following sentence at the end, " <u>Increases in ridership is due in part to improved bicycle infrastructure, as well as increasing recognition of the health benefits of bicycling.</u> "	Noelle Dobson, Community Health Partnership Coalition for a Livable Future	11/12/07 11/15/07	Agree. Amend as requested.
86.	Technical analysis	Page 2-7, Section 2.3.3, first paragraph, add the following sentence at the end, " <u>Pedestrian activity is also influenced by increasing knowledge</u>	Noelle Dobson, Community Health Partnership	11/12/07	Agree. Amend as requested.

⁶ Regional Equity Atlas (2007). Coalition for a Livable Future in partnership with Portland State University.

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		<u>that walking produces significant health benefits. Therefore it is critical that our transportation system supports and encourages pedestrian behavior.</u>	Coalition for a Livable Future	11/15/07	
87.	Technical analysis	Page 2-13, section 2.3.8.2, first paragraph, revise as follows, " <u>In addition, transportation systems impact chronic diseases such as asthma that are related to air quality and vehicle emissions.</u> While the Portland region has long embraced such policies, based on land use and transportation benefits, the introduction of health benefits <u>goals and objectives in transportation planning</u> is a new realm for the region."	Noelle Dobson, Community Health Partnership Coalition for a Livable Future	11/12/07 11/15/07	Agree. Amend as requested.
88.	Technical analysis	Page 2-13, section 2.3.8.2, third paragraph, revise as follows, "...and the grant-funded "Active Living by Design" program administered by Portland State University Community Health Partnership: Oregon's Public Health Institute. <u>The Active Living by Design is a multi-disciplinary approach to promoting community health. The program works with both neighborhood projects and policy initiatives</u> selects specific neighborhoods for concerted efforts <u>to promote healthy eating and physical activity in daily living. Metro incorporated active living and improved air quality</u> as a goals for this RTP update, and expects to expand the region's analytical capability to allow	Noelle Dobson, Community Health Partnership Coalition for a Livable Future	11/12/07 11/15/07	Agree. Amend as requested.

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		for transportation investment..."			
89.	Technical analysis	Page 2-19, first bullet, revise as follows, "Considering the regional transportation system's impact on human health could help prevent lung illness and chronic disease such as obesity, heart disease, diabetes and asthma that are linked to a lack of physical activity and poor air quality."	Noelle Dobson, Community Health Partnership Coalition for a Livable Future	11/12/07 11/15/07	Agree. Amend as requested.
90.	Technical analysis	Page 2-19, third bullet, revise as follows, "Transportation investments help shape a community's design and sense of place, which are shown to impact levels of social cohesion and individual well being."	Noelle Dobson, Community Health Partnership Coalition for a Livable Future	11/12/07 11/15/07	Agree. Amend as requested.
91.	Glossary	<u>Add the following public health related terms and definitions to the glossary:</u> Active Living - Lifestyles <u>characterized by incorporating physical activity into daily routines through activities such as walking or biking for transportation, exercise or pleasure. To achieve health benefits, the goal is to accumulate at least 30 minutes of activity each day.</u> Active transportation - Non-motorized forms of transportation	Noelle Dobson, Community Health Partnership Coalition for a Livable Future	11/12/07 11/15/07	Agree. Amend as requested.

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		<p><u>including walking and biking.</u></p> <p>Health Impact Assessment - A combination of procedures, methods, and tools by which a policy, program or project may be judged as to its potential effects on the health of a population, and the distribution of these effects within the population.</p> <p>Chronic disease - An illness that is prolonged, does not resolve spontaneously and is rarely cured completely. Chronic diseases such as heart disease, cancer and diabetes account for seven of every 10 deaths in America. Although chronic diseases are among the most common and costly problems, they are also among the most preventable. Adopting healthy behaviors such as eating nutritious foods, being physically active and avoiding tobacco use can prevent or control the these diseases.</p> <p>Health - A condition of complete physical, mental and emotional well-being, not merely the absence of disease.</p> <p>Walkable Neighborhood - A place where people live within walking distance to most places they want to visit, whether it is school, work, a</p>			

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		<u>grocery store, a park, church, etc.</u>			
92.	Policy and funding	Given an expected \$7 billion gap in available funding sources, proposed improvements to all transportation modes would suffer. New sources of funding are needed. Absent additional financial sources, however, NAIOP would anticipate that funding priorities may need to shift from broader RTP goals to the more basic, motor vehicle capacity improvement needs on freeways and roads during the state component of the RTP update.	National Association of Industrial and Office Properties (NAIOP)	11/13/07	No change recommended. The state component of the RTP update will further address this comment. The RTP balances across all of the goals. Priorities for investments are identified for each objective. The state component of the RTP update will develop a broad range of performance measures to be used to guide the prioritization of investments in the RTP. See also comment #2 in attachment 1 (Items for JPACT Discussion). In addition, a significant focus of the state component will be on development of a short and long-term funding strategy for the region to fund needed investments adequate to serve planned land uses. The funding discussion will also focus on defining funding responsibility for different parts of the transportation system. Finally, all elements of the federal component of the 2035 Regional Transportation Plan will be subject to refinement during the state component in 2008. This includes goals, objectives, performance measures, actions and other policies in Chapter 3, the system analysis in Chapter 4, investment priorities in Chapter 6 and implementation strategies in Chapter 7.
93.	Projects and UGB planning	The transportation system in Washington County is not adequate for current and future residents. In addition, planning for the south Hillsboro area is questionable given limited transportation infrastructure in this area. Since the Western Bypass was dropped in the 1990's nothing has replaced its function. It is essential that a limited-access multi-modal transportation corridor be included in planning for the future as the area will continue to urbanize based on recent	Steve Larrance	11/14/07	No change recommended. Appendix 3.2 identifies recommendations from the Western Bypass Study and projects to address those recommendations. The RTP update will not revisit this policy decision. In addition, the I-5/99W connector, a new limited-access facility in southwest Washington County is being studied to identify additional local and regional connections to serve current and future travel needs in this part of the region. The state component of the RTP update will conduct additional analysis of the performance of the transportation system in this part of the region. Areas 69 and 71 were included in the UGB in 2002. As part of the concept planning effort for these two areas, the

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		UGB expansions in the south Hillsboro area and others that might occur in future UGB decisions.			<p>city is looking at a larger area in order to recommend long-term boundaries for future UGB expansions or the designation of urban reserves, consistent with the conditions of Metro Ordinance 02-969B, which brought areas 69 & 71 into the UGB. Only areas 69 and 71 (approximately 340 acres) will be allowed to urbanize in the near future. The remaining land within the South Hillsboro planning effort will be evaluated for designation as an urban or rural reserve, as part of a region-wide collaborative effort by Metro, Washington, Clackamas and Multnomah counties in the next two years. The South Hillsboro Community Plan will provide information that can be used in this reserve analysis. The region-wide reserves analysis, which will look at where is the most efficient, cost-effective and appropriate (in terms of community vision) location to grow, will include the alternative analysis requirement that is required for UGB amendments.</p> <p>A very integral part of this analysis will be the ability to fund required infrastructure, including on and off-site transportation improvements. The same can be said for the planning efforts that recently occurred in Bethany and will occur in the Bull Mountain area in the near future. Portions of these areas were included in the UGB in 2002 and the planning processes for these areas also look at recommend long-term boundaries for future UGB expansions or the designation of urban reserves.</p>
94.	Language Clarification	Add language to Chapter 1, Pg. 1-3 to recognize the important role of the Bi-State Coordination Committee in Metro's transportation planning process.	Bi-State Coordination Committee	11/15/07	<p>Agree. Amend as follows, "<u>In addition, the Bi-State Coordination Committee advises RTC, and JPACT/Metro on issues of bi-state significance. On issues of bi-state land use and economic significance the Committee advises the local and regional governments appropriate to the issue. Since formation in 1999, the committee has reviewed Federal transportation funding reauthorization,</u></p>

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					<u>Columbia River Channel deepening and projects and studies focused on the I-5 Corridor. Restructuring in 2004, expanded this role to include examining the connection between land use and transportation in the I-5 corridor and taking a multi-modal approach – including freight and transit – in considering the impacts of land use and transportation decisions within the context of economic development and environmental justice issues. JPACT and the RTC Board cannot take action on an issue of major bi-state transportation significance without first referring the issue to the Bi-State Coordination Committee for their consideration and recommendation.”</u>
95.	Language Clarification	Update refinement planning description for Interstate-5 North (I-84 to Clark County) Major Corridor Refinement to reflect the decisions made to date on the Columbia River Crossing project (see page 7-33 of 2035 RTP) and explicitly call out coordination with the Bi-State Coordination Committee	Bi-State Coordination Committee	11/15/07	Agree. Amend as requested.
96.	Language Clarification	Update the refinement planning description for the Interstate 205 Major Corridor Refinement (see Page 7-35 of 2035 RTP) to explicitly call out coordination with the Bi-State Coordination Committee.	Bi-State Coordination Committee	11/15/07	Agree. Amend as requested.
97.	Language Clarification	Explicitly encourage bi-state coordination of planning efforts listed in 7.8.8 – 7.8.11 to help ensure smooth organization of these systems or plans as they influence the bi-state area	Bi-State Coordination Committee	11/15/07	Agree. Amend as requested.

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98.	Objectives	Incorporate state greenhouse gas reductions into RTP goals and reflect the targets in the RTP performance measures.	Mary Kyle McCurdy, 1000 Friends of Oregon, Sister Jan Secunda, Jim Edelson and Coalition for A Livable Future	11/15/07	Agree. Objective 6.2 already calls for reducing greenhouse gas emissions and measures identified in Table 7.2 under goal 6 includes "tons per year of greenhouse gas emissions." Targets will be established during the state component of the RTP update. In the interim add the specific target language as a new action as follows, " <u>Action 6.2.6 Adopt targets to reduce greenhouse gas emissions to 10 percent below 1990 levels by 2020 and 75 percent below 1990 levels by 2050.</u> "
99.	Actions	Include an action in RTP to model RTP projects to consider their effect on greenhouse gas emissions and actions to adopt offsetting land use actions and investments in transit and other modes that contribute to reducing greenhouse gas emissions.	Mary Kyle McCurdy, 1000 Friends of Oregon and Jim Edelson	11/15/07	Agree. Amend as requested. Action 6.2.5 already calls for monitoring air quality and greenhouse gas emissions at a system level. This analysis will not be conducted on a project by project basis. Add new action as follows, " <u>Action 6.2.7 Adopt offsetting land use actions and investments in transit and other modes that contribute to meeting greenhouse gas emissions targets.</u> "
100.	Technical analysis	Add description to Section 7.1.2 of reflect potential action 6.2.5, which calls for monitoring air quality, greenhouse gas emissions and air toxics within the regional airshed.	Department of Environmental Quality (DEQ)	11/15/07	Agree. Amend as follows, " <u>While there are no State or Federal standards, it is possible to monitor the amounts of air toxics such as benzene and greenhouse gases. Metro will begin monitoring these emissions as part of RTP updates to establish what trends there may be from transportation-based sources.</u> "
101.	Measures and Process	Include greenhouse gas emissions in the RTP performance measures that are developed during the state component and add a description of the process that will be used to select and monitor the measures over time.	Department of Environmental Quality (DEQ) and Coalition for A Livable Future	11/15/07	Agree. Air toxics and greenhouse gas emissions are already listed in the potential measures under Goals 6 and 7 on page 7-52. Expand the discussion on page 7-49 as follows, " <u>A RTP Performance Measures Work Group will lead this effort. Table 7.2 provides a list of potential measures...as they related to...RTP goals in Chapter 3. A broader set of measures that consider safety, reliability, and land use, economic and environmental effects (such as greenhouse gas emissions) will be developed. The measures will serve as the basis for meeting state and federal requirements, evaluating system performance,</u>

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					<p><u>prioritizing investments and monitoring plan implementation. Recommendations from the work group will be brought forward for discussion and approval by JPACT, MPAC and the Metro Council. While level-of-service...should be considered as part of a more diverse set of measures, it should be evaluated in a more comprehensive fashion to ensure...solutions...represent the best possible approaches to serving the region's current and future travel demand, and land use, economic and environmental objectives as envisioned in the 2040 Growth Concept.</u></p>
102.	Refinement planning	<p>Move the Interstate-84 to US 26 Connector from the category of Type II-Minor Corridor Refinements, to Type I-Major Corridor Refinements and update the description to reflect intent of the Memorandum of Understanding (MOU) approved by the cities in May 2007, as follows,</p> <p>“Interstate-84 to US 26 Connector The long-term need to develop a highway link between I-84 and Highway 26 exists, <u>and has become increasingly critical since the time of the 2004 RTP. The addition of Springwater and Damascus within the UGB has heightened the need for the link. Also, the mayors of the four east Multnomah County cities—Gresham, Troutdale, Wood Village and Fairview, entered a MOU that identifies North/South transportation improvements as their shared top transportation priority.</u></p>	<p>City of Gresham City of Troutdale City of Wood Village</p>	11/15/07	<p>Agree. Amend as requested because the refinement plan scope meets the definition of a Type I refinement plan (see page 7-32) - the mode and general location of needed transportation improvements are not determined, and a range actions must be considered prior to identifying specific projects.</p>

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		<p><u>Further, the initial round of modeling for the current RTP, which include the "200% list" of projects, shows that even implementation of the 200% list of proposed-arterial improvements to Hogan Road would be inadequate to meet projected demand through 202035. The modeling shows that Hogan will fail even with these arterial improvements. Since only projects on the financially constrained list, or "100%" list, are likely to be carried forward, the modeling actually underestimates the extent of the system failure.</u></p> <p><u>An Interstate-84 to US 26 Corridor Study is necessary to identify a preferred alternative to serve statewide, regional, and local freight mobility and should include an analysis of 181st Avenue, Fairview Parkway, 242nd Avenue, and 257th Avenue. -An improved north/south corridor will also benefit transit-oriented development along the MAX light rail corridor, as it would move freight traffic from its current route along Burnside, where it conflicts with development of the Rockwood town center and adjacent communities. In addition to planned improvements to the Hogan Road corridor and the analysis of alternative routes, a corridor study should</u></p>			

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		<p>address:</p> <ul style="list-style-type: none"> • More aggressive access management between Stark Street and Powell Boulevard on 181st, 207th, and 257th avenues • Redesigned intersections improvements on Hogan at Stark, Burnside, Division and Powell to streamline through flow • The need for a long-term primary freight route in the corridor • <u>High capacity transit, including the potential to link Mount Hood Community College to the light rail system.</u> 			
103.	Language clarification	Concern Regional Streets and Throughways map (Figure 3.6) and Regional Mobility Corridor map (Figure 3.7) show 242 nd Avenue corridor as the general location for the I-84 to US 26 connection. The general location has not been agreed to per comment #101.	City of Troutdale City of Wood Village	11/15/07	Agree. Amend maps to add a text note as follows, " <u>The designation of the I-84 to US 26 connection along 242nd Avenue is an interim designation. The I-84 to US 26 Corridor refinement plan will identify the principal arterial designation in this area.</u> "
104.	Refinement planning	The RTP should be explicit about who should lead the North/South Corridor Study and recommend that Metro may be more appropriate because while the study will address a "connection" between two state facilities, the connection may also be made via local arterial facilities and should include a transit element. In addition, the RTP should state the relative responsibilities of Metro and/or ODOT for the study, including funding and	City of Gresham	11/15/07	Update Appendix 3.1 to include Exhibit A (updated work program for corridor refinement planning) to Resolution No. 05-3616A, approved by JPACT and the Metro Council in October 2005. The resolution designated Metro as the designated led for this study. In addition, the 2007-08 UPWP calls out beginning the high capacity transit study in Spring 2007 and next priority corridor planning effort after completion of the RTP update. The I-84/US 26 Connector corridor and the Outer southwest Area corridor are the "likely" candidates for this effort per page 55 of the 2007-08 UPWP.

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		timing			<p>Section 7.7.4 of the RTP states the corridor refinement planning work program will be monitored and updated as part of the Unified Planning Work Program (UPWP). Funding for corridor refinement planning is through Metro's federal MPO planning funds and MTIP program in partnership with other state and local funding sources as appropriate, and does not need to be included on the financially constrained list of projects. This study is listed as one of five studies to be completed in the 2006-2010 time period. Work is underway to develop a regional high capacity transit system plan.</p> <p>Section 7.7.5, Page 7-32 calls out that Type 1 refinement plans will be conducted by state or regional agencies in partnership with local governments. Future amendments to the UPWP will more specifically define lead roles and responsibilities, consistent with Resolution No. 05-3616A.</p> <p>Finally, the state component of the RTP will develop additional analysis and findings for these corridors as well as a phasing strategy for completing refinement plans that remain unresolved at the time of the adoption of the state component of the 2035 RTP. This may result in refinements to Appendix 3.1 as well as the UPWP.</p>
105.	Moved to Exhibit "B", Discussion Item #6.				
106.	Language clarification	The Draft RTP states that financial planning is required for federal compliance—and deletes the reference to policies. Compare 2004 RTP page v, Introduction, 2004 RTP, to Draft 2035 RTP, page 1-3.	City of Gresham	11/15/07	No change recommended. Policies in Chapter 3 are also for federal compliance as described in the second sentence under Section 1.2 on page 1-3, in addition to the financial planning included in Chapter 5. This relationship is also discussed in Section 7.1, page 7-3 in the paragraph prior to Table 7.1

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107.	Policy	<p>Current regional bicycle policies do not respond to trends in bicycling planning. Traffic speeds and volumes are the primary concern of current bicyclists and a barrier for 75% of the population who are potential cyclists. The state component of the RTP update should conduct additional analysis to refine current regional bicycle policies to classify the regional bicycle system in two ways:</p> <ul style="list-style-type: none"> • <i>Intra-regional routes</i> that would be a backbone system (similar to an urban freeway) comprised mostly of off-street trails and bike lanes on regional boulevards and streets. These routes would also be the inter-center routes, connecting one center to the next. • <i>Intra-center routes</i> that target specific centers and create a three-mile bicycle travelshed within which a more complex set of routes would serve the center. These routes are imperative to increasing total bicycle mode share, therefore reducing total auto demand on the regional roadway system, and should be eligible for regional transportation funding. 	Bicycle Transportation Alliance	11/14/07	This comment will be addressed during the state component of the RTP. The analysis should also consider how this recommendation would apply in areas of the region that lack a well-connected local and arterial street network.
108.	Policy	Amend Figure 3-8, Regional Mobility Corridor Concept, to include a multiuse path as a way to implement that intra-regional bicycle routes. Examples include I-84 and I-205.	Bicycle Transportation Alliance	11/14/07	The map will be refined during the state component of the RTP to address this comment. The mobility corridor concept already includes regional multi-use trails as part of the complementary facilities to the regional throughway system. Refinements to the map will better call out the role

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<p style="text-align: center;">CONSENT ITEMS FOR JPACT CONSIDERATION</p>					
#	Category	Comment	Source	Date	TPAC Recommendation to JPACT
					of regional multi-use trails in these corridors.
109.	Policy	<p>Link the Local Street Network Concept, and Figure 3.9, to bicycle and pedestrian travel. Identify a policy to require connections to main streets, town and regional centers. Specifically, amend the final sentence on 3-28 to say "While local streets are not intended to serve through traffic <u>for motor vehicles, the local street network is a primary network of moving bicycle and pedestrian traffic and should be integrated in the regional planning strategy to increase access to designated centers by non-motorized travelers. Metro's local street connectivity model encourages communities to develop a connected network of local streets such as they will provide a high-level of access, comfort, and convenience for bicyclists and walkers travel to and among centers.</u> The aggregate effect of local street design affects arterial and collector system effectiveness... <u>Vehicle speeds on local streets are relatively low, which makes them good candidates for bicyclists and walkers traveling within and between centers.</u> "</p>	<p>Bicycle Transportation Alliance</p> <p>Coalition for a Livable Future</p>	<p>11/14/07</p> <p>11/15/07</p>	Agree. Amend as requested.

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110.	Action	Amend Action 3.1.4 to include the development of a <u>½ mile grid network of low-traffic routes prioritized for non-auto travel.</u>	Bicycle Transportation Alliance	11/14/07	No change recommended. This comment will be addressed during the state component of the RTP as part of the additional regional bicycle system analysis recommended in Comment #107 and #111.
111.	Action	Add new action under Objective 3.1 as follows, " <u>Analyze a three-mile radius from 2040 centers and work with local jurisdictions to develop bicycle and pedestrian networks that use a variety of facility types.</u> "	Bicycle Transportation Alliance	11/14/07	Agree. Amend as requested. The analysis should also provide direction on how to apply this concept in areas of the region that lack a well-connected local and arterial street network, and where existing development, topographic or other constraints will limit increased street connectivity.
112.	Action	Amend Potential Action 2.1.8 or add a new action that would direct Metro to develop a standard and to test retrofitting arterial streets with separated cycle-tracks.	Bicycle Transportation Alliance	11/14/07	No change recommended.
113.	Technical analysis	Page 2-6, add text " <u>Bicycles are cost-effective and a low-cost travel mode that provide access to all age groups and income types. Bicycle activity boosts economic competitiveness because more bicycles can be driven and stored in a smaller location, decreasing the total cost of parking.</u> "	Bicycle Transportation Alliance	11/14/07	Agree in part. Language already describes how bicycling in the region supports economic activity. Amend as follows, <u>Bicycles are cost-effective and a low-cost travel mode that provide access to all age groups and income types. Bicycle facilities boost economic activity... Bicycle activity also supports efficient urban form because more bicycles can be driven and stored in a smaller location, decreasing the total cost and land area dedicated to parking.</u>
114.	Technical analysis	Reference more up-to-date statistics that are available for bicycle counts cited on pages 2-6 and 2-7, including 2006 data for Figure 2-3.	Bicycle Transportation Alliance	11/14/07	Agree. Amend as requested.
115.	Actions	Increase bicycle data collection efforts throughout the region, including safety and ridership on the rural road system.	Hal Ballard	11/8/07	Agree. Amend as follows, " <u>Action 3.1.13. Expand bicycle and pedestrian count and safety data collection efforts throughout the region.</u> "

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116.	Actions	Add new action to Goal 3 directing periodic updates to the regional bicycle and pedestrian system inventories.	Metro staff	11/15/07	Agree. Amend as follows, <u>3.1.14 Periodically update the regional bicycle and pedestrian system inventories in coordination with TriMet, SMART, ODOT and local agencies.</u> "
117.	Policy	Noise needs to be taken into consideration in regional transportation planning activities.	Robert Bailey	11/8/07	Agree. The RTP includes objectives and actions related to noise.
118.	Projects	Include the construction phase of the North Portland Greenway Trail in the financially constrained system.	Swan Island Business Association Bicycle Transportation Alliance 15 postcards and 39 web comments	10/10/07 11/11/07 10/15/07-11/15/07	No change is recommended. This comment has been forwarded to the City of Portland for consideration. The city of Portland would need to identify new sources of revenue or remove other projects in order to include this project in the financially constrained system. The construction phase is identified on the RTP Investment Pool list of projects. Projects included in the financially constrained system are required to match revenue anticipated to be available during the plan period. However, the City of Portland felt it was premature to include in the financially constrained system because the project is not in the city Transportation System Plan (TSP).
119.	Projects	Include the construction phase of the Sullivan's Gulch Trail in the financially constrained system.	Tamara DeRidder; Bill Barber, Central Northeast Neighborhood Inc.; and MJ Coe, Sullivan's Gulch Trail Committee	11/15/07	No change is recommended. This comment has been forwarded to the City of Portland for consideration. The city of Portland would need to identify new sources of revenue or remove other projects in order to include this project in the financially constrained system. The construction phase is identified on the RTP Investment Pool list of projects. Projects included in the financially constrained system are required to match revenue anticipated to be available during the plan period. The master plan has been funded through the 2008-11 MTIP. However, the City of Portland felt it was premature to include in the financially constrained system because the project is not in the city Transportation System Plan (TSP). the city hopes to add these trails to the TSP once the studies are complete.

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120.	Technical correction	Delta Park Trail (Project #10353) is not shown on financially constrained system map and include as part of the Columbia Sough Trail system (Project #10234).	City of Portland	11/15/07	Agree. Delete project #10353 (Delta Park Trail) and amend project #10234 to include the Delta Park Trail connection in the project description. In addition, update the financially constrained system map to include this trail connection as part of project #10234.
121.	Technical correction	Project #10192 - Division Streetscape and Reconstruction Project (SE 6th Avenue to SE 39th) is not a repaving project and deserves an appropriate place on the RTP list as a 2040 "Main Street." In addition, revise Goal 1 rating to "medium" and Goal 5 rating to "medium."	City of Portland and Linda Nettekoven, Hosford-Abernethy Neighborhood Development Association	11/15/07	Agree. Amend as requested.
122.	Technical correction	Update cost for Project #10343 (West Hayden Crossing) to \$99,258,000.	City of Portland	11/15/07	Agree. Amend as requested.
123.	Technical correction	RTP Functional System Maps should be updated to reflect recent Portland TSP changes and council actions.	City of Portland	11/15/07	Agree. Amend as requested during the state component of the RTP update along with other changes that are identified as a result of additional analysis and findings.
124.	Technical correction	Project 10191: Garden Home Road (Capitol Highway – Multnomah) - Divide into two projects, make changes to descriptions, then delete Project 1 from the financially constrained system and add project #2 to the financially constrained system: Project 1: Reconstruct road with drainage, bike lanes, sidewalks and curbs. Cost: \$10,973,967 Project 2: Improve and signalize the intersection at SW Garden Home and SW Multnomah boulevard. Cost: \$1,931,033	City of Portland	11/15/07	Agree. Amend as requested.

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		Reason: City staff inadvertently combined a Systems Development Charge project (intersection improvements) with the Garden Home roadway improvements. The Garden Home project as a stand-alone project does not meet the additional City of Portland criteria outlined in Comment #12. Revised project descriptions will be included in the City of Portland's TSP.			
125.	Projects	Add new project to RTP Investment pool that combines two TSP projects into one project to more clearly define property access needs in the NW Industrial District resulting from the anticipated closure of the BNSF Railroad crossing at NW Balboa Avenue:St Helens Rd (US 30) NW, (in vicinity of NW Balboa) Connectivity Improvements: Provide an alternative crossing of the BNSF Railroad to improve connectivity and safety between US 30 and the industrial properties served by NW Front Avenue in the Willbridge area of the NW Industrial District. Cost: \$16,474,000	City of Portland	11/15/07	Agree. Amend as requested.
126.	Projects	Add new project to RTP Investment Pool: N. Interstate Ave. Ramp (BR #153): Replacement of the existing N. Interstate to Larrabee flyover ramp with a new structure. Cost: \$14,677,225	City of Portland	11/15/07	Agree. Amend as requested.

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		On October 2007, this project was identified as a deficient bridge in the Safe Sound and Green Streets funding proposal. Based on an updated analysis and cost estimate by the PDOT bridge engineering section, the project scope was redefined from a rehabilitation project to a complete bridge replacement. The updated project cost for a bridge replacement is \$14,677,225.			
127.	Actions	3.1.4. Add to the list of potential reasons for considering bicycle boulevards: "...or when comfortable, safe, attractive facilities cannot be created.	City of Portland	11/15/07	Agree. Amend as requested.
128.	Actions	Add: 3.1.13: Research successful elements of bicycle-friendly cities around the world.	City of Portland	11/15/07	Agree. Amend as requested.
129.	Actions	5.1.6. Amend as follows: "Work with local jurisdictions, ODOT and other public agencies to collect and analyze data to identify high-frequency bicycle- and pedestrian-related crash locations <u>and conditions</u> and improvements to address safety-related deficiencies in these locations <u>and under these conditions</u> . [Bicycle crashes are not focused enough to identify high-crash locations. However, we can identify the types of conditions that typically result in crashes and look for ways to improve those conditions.]	City of Portland	11/15/07	Agree. Amend as requested.
130.	Actions	Goal 7: Multi-modal transportation infrastructure and services enhance	City of Portland	11/15/07	Agree. Amend as requested.

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		quality of human health by providing <u>safe, comfortable</u> and convenient options...			
131.	Actions	Objective 7.1 Active Living – Provide <u>safe, comfortable, attractive,</u> and convenient transportation options...	City of Portland	11/15/07	Agree. Amend as requested.
132.	Actions	7.1.2. Locate housing, jobs, schools, parks and other destinations within <u>walking and convenient bicycling</u> distance of each other when possible.	City of Portland	11/15/07	Agree. Amend as requested.
133.	Technical correction	Page 3-39 include as a footnote or endnote a more complete description of the state’s interpretation of what is “excessively disproportionate,” “unsafe,” etc. and what would then be required of a jurisdiction when they do not provide the facility on the constructed or reconstructed roadway.	City of Portland	11/15/07	Agree. Amend as requested to include ODOT’s interpretation of this section of the bicycle bill in ODOT’s Bicycle and Pedestrian Plan, as follows “ <u>ODOT interpretation of ORS 366.514 regarding exceptions where pedestrian and bicycle facilities need not be provided can be found in the 1995 Oregon Bicycle & Pedestrian Plan. Appendix C: ODOT interpretation of ORS 366.514, p.204, http://www.oregon.gov/ODOT/HWY/BIKEPED/planproc.shtml. The law provides for reasonable exemptions. The determination that one or more exemption is met should be well-documented. The decision should allow opportunities for public review and input by interested parties. The burden is on the governing jurisdiction to show the lack of need to provide facilities.</u> ”
134.	Technical analysis	Page 3-39, add a parallel discussion about appropriate distances and about the localized nature of most bicycle trips.	City of Portland	11/15/07	Agree. Amend as requested.
135.	Policy	Misdirected to structure the RTP bicycle network such that the regional system “typically correspond[s] to the arterial street network. Consider identifying a “market area” around town and regional centers with a radius equal to a reasonable trip distance for	City of Portland	11/15/07	No change recommended. This will be further addressed during the state component of the RTP update.

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		bicycle (3 miles). The goal would be to serve trips to the center within that radius. The region should broaden the provision of bikeways go beyond arterial streets. It is important for the RTP to be clear about its goals for bicycling as it will greatly affect what types of facilities are built in the region, and thus how successful the region will be at replacing automobile trips with bicycle trips.			
136.	Policy	<p>Add a goal: Enhance comfort of users of the bicycle system.</p> <ul style="list-style-type: none"> • Emphasize design that allows for side-by-side travel and conditions that allow cyclists of different speeds to pass one another. • Emphasize separation from the motor vehicle system while maintaining maximum proximity to main streets. • Focus on intersections (where overwhelming majority of crashes occur). • Focus on maintenance to allow for smooth riding conditions. 	City of Portland	11/15/07	No change recommended. This comment will be addressed during the state component of the RTP update as part of the broader regional bicycle policy discussion called for in Comments #107 and #135.
137.	Bridges	The role of bridges should have a higher level policy discussion in the plan.	City of Portland	11/15/07	Agree. A broader policy discussion will be developed as part of the state component of the RTP.
138.	Bi-State coordination	Additional coordination is needed with Clark County and City of Vancouver to ensure the best transportation system for the region.	City of Portland	11/15/07	Agree. Opportunities will be identified to expand existing coordination with the Bi-State Coordination Committee, the Regional Transportation Commission and local agencies in the Vancouver/Clark County area during the state component of the RTP update. See also comments

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#	Category	Comment	Source	Date	TPAC Recommendation to JPACT
					#94-97.
139.	Elderly and Disabled Transportation Needs	The RTP should provide more guidance on removing barriers to locating housing for seniors and people with disabilities near transit and well-connected neighborhoods.	TriMet	11/15/07	<p>Agree. Several actions listed under Objective 3.2 and Objective 8.2 already provide specific guidance in this regard. Amend Action 3.2.3 as follows, “Provide <u>land use and economic incentives to locate transit connections between low-income residential areas affordable housing, and employment areas and related social services in close proximity to regional transit service.</u></p> <p>Additional recommendations from the 2006 Elderly and Disabled Transportation and Land Use study will be integrated into the RTP as part of the state component of the RTP update.</p>
140.	Elderly and Disabled Transportation Needs	<p>The objectives 3.2 and 8.2 are insufficient to guide development of a transportation system that adequately serves elderly and disabled transportation needs in the region. For example, taxi services for medical appointments and other paratransit services could benefit from demand management strategies targeted to users and providers of the services.</p> <p>Metro (not TriMet) should be responsible for creating a system plan for elderly and disabled transportation and conduct more analysis of travel patterns and needs of this population.</p>	Jon Putnam	11/15/07	<p>Add new action under Objective 8.2 as follows, “<u>8.2.12 Work with TriMet, SMART, public, private and non-profit providers and social services staff, employers, to increase awareness of travel options and demand management strategies to reduce trips and shift trips to non-peak hours.</u></p> <p>This is not currently a work program activity for Metro. Previously, TriMet staff led development of the 2006 Elderly and Disabled Transportation Plan and the Coordinated Human Services Transportation Plan required under SAFETEA-LU. Additional analysis and recommendations from the 2006 Elderly and Disabled Transportation and Land Use study, the EDTP and CHSTP will be integrated into the RTP as part of the state component of the RTP update. Metro will continue to participate with TriMet on future updates to these plans and discuss roles and responsibilities of this work through future updates to the Unified Planning Work Program (UPWP).</p>

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141.	Actions	The region is experiencing dramatic shifts in poverty throughout the region. As people move throughout the region in search of affordable housing, the transportation options available to them have important implications for their ability to stay connected to school, jobs, services and communities of support. Action 8.2.8 should include housing for people with low-income in developments that include public facilities and provide access to increased economic and employment opportunity.	Ian Slingerland, Community Alliance of Tenants and Coalition for a Livable Future	11/15/07	Agree. Amend Action 8.2.8 as follows, " <u>Provide land use and economic incentives to incorporate elderly and disabled housing for people of low-income, elders and people with disabilities</u> into mixed use developments that includes public facilities such as senior centers, libraries and other public services as well as commercial and retail services such as stores, medical offices and other retail services, <u>and economic and employment opportunities.</u> " See also comment #139. Additional work to better integrate affordable housing into the RTP will occur during the state component of the RTP update.
142.	Actions	Actions under Goal 1 should also include support for preservation and production of affordable housing. Too often efforts to target investments in 2040 centers and neighborhoods fail address the impact on housing costs these efforts have. Low-income people are pushed out and further removed from improved transportation options, facing increased commutes and less access to services and opportunity. Metro's Housing Choice Task Force made several recommendations, including integrate housing supply concerns and specifically affordable housing into all policy making and funding allocations.	Ian Slingerland, Community Alliance of Tenants and Coalition for a Livable Future	11/15/07	Agree. Add new objective and action under Goal 1 as follows, " <u>Objective 1.3 Affordable Housing – Support the preservation and production of affordable housing in the region. Action 1.3.1 Integrate affordable housing concepts, issues and actions into policy making and funding allocations.</u> " See also comments #139 and 141. Additional work to better integrate affordable housing into the RTP will occur during the state component of the RTP update.
143.	Technical corrections	Change the designation of Lake Oswego to Portland streetcar from "planned" to "proposed" because a locally preferred option has not been	Metro staff	10/17/07	Agree. Amend as requested.

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		selected. The alternatives analysis has been completed with streetcar selected as the preferred mode.			
144.	Technical corrections	Add Portland Streetcar Loop as a "planned" streetcar from NW 10 th /11 th and Lovejoy through the Lloyd District to OMSI and over the new LRT bridge to reflect the locally preferred alternative adopted in 2006.	Metro staff	10/17/07	Agree. Amend as requested.
145.	Technical corrections	Change the Milwaukie LRT alignment that connects the Caruthers Bridge to the Transit Mall via I-405 to the Lincoln Street alignment to reflect the locally preferred alternative alignment.	Metro staff	10/17/07	Agree. Amend as requested.
146.	Technical corrections	Miscellaneous project list corrections: RTP #10069: East Buttes Powerline Trail: The nominating agency is listed as North Clackamas PRD. No facility owner/operator is listed. Please change both fields to Gresham, since only Gresham is carrying forth a portion of the project at this time. Please change the description to: "Build portion of trail within Gresham City Limits." RTP#10420: Palmquist Rd. Improvements: please change description from "widens to five lanes" to :."Improves to five lane collector standards, intersection improvements." RTP #10431: Highland/190 th Rd.	City of Gresham	11/15/07	Agree. Amend as requested.

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		<p>Widening: The start point should be "200' south of SW 11th (not at the intersection of Powell of Highland).</p> <p>RTP 10443 and 10446: The project/Program names for each of these is shown as "Improvement." Please change 10445 to be: "181st Ave. Intersection Improvement (181st/Glisan) and RTP 10446 to be "181st Ave. Intersection Improvement (181st/Burnside)."</p> <p>RTP #10449: 201st: Halsey to Sandy: please change description to "Improve to collector standards, signalize 201/Sandy."</p> <p>RTP #10455: Please change Project/Project name to be: "Rockwood TC Ped and Ped to Max: 188th LR Stations and Ped to Max."</p> <p>RTP 10465: 172nd Improvements: Please change project end location from "Butler" to "Foster."</p> <p>RTP #10472: Eastman at Division Please delete the words "Add SB RT lane and" from the Description.</p> <p>RTP #10477 through 10488: Please insert the phrase "Springwater Road Section" in front of any facility that is identified by number. For example, in</p>			

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		<p>RTP #10477, the Project/Project name would be "Springwater Road Section 4" instead of just "4."</p> <p>RTP #10500: 257th (Kane) at Stark, and Stark: Kane to Troutdale Road." Please delete this project.</p> <p>RTP #10501: Please change project/Project name from: Barnes Rd.: Powell Valley to city limits: only Powell Valley to Orient" to: "Barnes Rd.: Powell Valley to City Limits: only Orient to So. City limits."</p> <p>RTP #10534: Cheldelin: 172nd to 190th": Description now reads "172nd, 182nd, Foster." Please change to: "Improve existing road to minor arterial standards, signalize Cheldelin at 172nd, 182nd, Foster."</p> <p>RTP #10536: Clatsop: Improvements. Description now reads "162nd." Please change to :Improve Clatsop to minor arterial standards and signalize Clatsop @ 162nd."</p> <p>RTP #10542: Foster Rd. Improvements: Description now reads: "Improve Jenne to minor arterial standards." Please change to: "Improve Foster to Minor Arterial (Parkway) standards, 2 lanes, with turn pockets whether appropriate."</p>			

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		<p>RTP# 10543: 172nd: Cheldelin south to Pleasant Valley Boundary: Description now refers to Foster Rd., please delete and replace with "Improve 172nd Ave to major arterial standards."</p> <p>RTP #10864: New interchange on US 26 to serve industrial area: the abbreviated description. Show Gresham's involvement in the Table.</p> <p>RTP #11100: This is a companion project to 11074, suggest that the project/program name be changed from "Road to 190th" to: "East Buttes Loop Trail: From Rodlun Rd. to 190th").</p> <p>RTP #11052, #11046, RTP #11047, RTP #11048, RTP #11050, RTP #11051: Please add information on these six projects as provided in July.</p>			
147.	Actions	<p>Revise Action 3.1.10 as follows, "Identify <u>and analyze</u> possible passenger rail service corridors...<u>as part of the high capacity transit system plan.</u>"</p>	Metro staff	11/15/07	Agree. Amend as requested.
148.	Actions	<p>Revise Action 3.2.2 as follows, "Provide transit service that is accessible to people with disabilities and provide para-transit to <u>eligible disabled individuals</u> the portions of the region without adequate fixed-route service in compliance with the Americans with Disabilities Act of</p>	Metro staff	11/15/07	Agree. Amend as requested.

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CONSENT ITEMS FOR JPACT CONSIDERATION					
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		1990.”			
149.	Actions	Rename “Environmental Justice Targets Areas” to be “Environmental Justice Communities” throughout the document.	Coalition for a Livable Future	11/15/07	Agree. Amend as requested.
150.	Language clarification	Revise #2 on page iv of the executive summary as follows, “This approach responds in part to recent policy direction from the federal and state levels to better link system management with planning for the region’s transportation system, <u>a growing body of research demonstrating that road capacity increases are not a sustainable solution to congestion,</u> and	Coalition for a Livable Future	11/15/07	Agree in part. Amend as follows, “... <u>a growing body of research demonstrating that adding road capacity alone is not a sustainable solution to congestion...</u> ” It is important recognize that strategic capacity investments will be needed along with other investments in other modes and implementation of management and land use strategies.
151.	Language clarification	Add the word “fiscal” to number 3 on pg. iv. Of the executive summary as follows “3. A new focus on <u>fiscal</u> stewardship to preserve our existing transportation assets and achieve the best return on public investments.”	Coalition for a Livable Future	11/15/07	Agree. Amend as requested.
152.	Language clarification	Page 2-15, Section 2.3.8.5 Environmental Restoration and Protection - Include estimates for greenhouse gas emissions to 2035 and Metro’s airshed analysis mentioned in Chapter 4 (pg. 4-20) here.	Coalition for a Livable Future	11/15/07	Agree. Amend as requested.

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153.	Language clarification	Add the following bullet to page 2-19, <u>"Affordable housing and transportation are inextricably linked. Sufficient affordable housing gives people options of where to live, allowing them to be closer to work, resulting in diminished commute time, less pollution and reduced traffic congestion."</u>	Coalition for a Livable Future	11/15/07	Agree in part. Add the following language to page 2-19, <u>"The plan should support providing land use and economic incentives to incorporate affordable housing for people of low-income, elders and people with disabilities into mixed use developments that are served by transit and include public facilities and services, commercial and retail services such as shopping and medical offices, and economic and employment opportunities. Sufficient affordable housing gives people options of where to live, allowing them to be closer to work, resulting in diminished commute time, less pollution and reduced traffic congestion."</u>
154.	Language clarification	Add the following language to action 1.1.7, <u>"and designated corridors."</u>	Coalition for a Livable Future	11/15/07	Agree. Amend as requested.
155.	Language clarification	Add the following language to Goal 1, <u>"...and supports active transportation options, jobs, schools..."</u>	Coalition for a Livable Future	11/15/07	Agree. Amend as requested.
156.	Actions	Add new action to Objective 1.1, <u>"Minimize large new transportation infrastructure intrusions in and between currently well-connected neighborhoods."</u>	Coalition for a Livable Future	11/15/07	Agree in part. Add new action as follows, <u>"Design the transportation system with adequate capacity to keep regional traffic on regional system, reduce regional traffic on local streets and in residential neighborhoods and support non-auto travel."</u>
157.	Language clarification	CLF recommended revise action 2.1.1 as follows, "Place a priority on investments that address multi-modal system gaps to improve reliability and access (1) from labor markets and trade areas to the primary 2040 Target Areas; or (2) to work, shopping, school and recreation within the 2040 Target Area." The first Potential Action	Coalition for a Livable Future	11/15/07	Agree in part. Amend action 2.1.1 as follows, "Place a priority on investments that address multi-modal system gaps to improve reliability and <u>multi-modal access (1)</u> from labor markets and trade areas to the primary 2040 Target Areas; <u>or (2) within 2040 Target Areas."</u>

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		<p>focuses on moving freight into the region, without acknowledging the economic importance of travel and circulation within the 2040 target areas.</p> <p>AORTA recommended revise action 2.1.1 as follows, "Place a priority on investments that address multi-modal system gaps to improve reliability and <u>multi-modal</u> access from labor markets and trade areas to <u>businesses in the primary 2040 Target Areas and employment areas.</u>"</p>			
158.	Language clarification	<p>Revise action 2.1.6 as follows, "Provide a complementary network of community bus and streetcar service connections that serve 2040 Target Areas and provide access <u>to regional transit on arterial streets and the regional high capacity transit network, consistent with Regional Transit System Map. The Regional Transit System Concept on page 3-29 shows both High Capacity Transit and Regional Transit on Arterial Streets.</u>"</p>	Coalition for a Livable Future	11/15/07	Agree. Amend as requested.
159.	Actions	<p>Add new action under Goal 6 as follows, "<u>Develop a comprehensive plan to reduce transportation-related greenhouse gas emissions to meet state goals.</u>"</p>	Coalition for a Livable Future	11/15/07	No change recommended. The state RTP will constitute the regional transportation plan's role in reducing transportation-related greenhouse gas emissions. See comments #98-101.
160.	Language clarification	<p>Add new action under Objective 6.4, <u>Encourage transportation investments that discourage large new low-density housing development.</u>"</p>	Coalition for a Livable Future	11/15/07	No change recommended.

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161.	Language clarification	Revise action 8.1.1 as follows, "Place a priority on investments that benefit environmental justice target areas <u>communities</u> , address <u>past transportation equity issues</u> or remove barriers to accessing the transportation system."	Coalition for a Livable Future	11/15/07	Agree in part. Revise action 8.1.1 as follows, "Place a priority on investments that benefit environmental justice target areas <u>communities</u> or remove barriers to accessing the transportation system."
162.	Language clarification	Revise action 8.1.2 as follows, "Evaluate benefits and impacts of recommended investments on environmental justice target areas <u>communities</u> ."	Coalition for a Livable Future	11/15/07	Agree. Amend as requested.
163.	Language clarification	Revise action 8.1.3 as follows, "When a major disparity exists, expand <u>modify</u> a project to include commensurate benefits for those significantly burdened by project."	Coalition for a Livable Future	11/15/07	Agree. Amend as requested.
164.	Language clarification	Combine action 8.2.1 and 8.2.2 as follows, "Place a priority on investments that remove barriers to benefit special access needs <u>provide an appropriate level, a range of high quality and range of transportation options to serve special access needs of individuals in this region, including people with low-income, children, elders and people with disabilities.</u> "	Coalition for a Livable Future	11/15/07	Agree in part. Combine action's 8.2.1 and 8.2.2 as follows, "Combine action 8.2.1 and 8.2.2 as follows, "Place a priority on investments that remove barriers to benefit special access needs <u>provide an appropriate level, a range of high quality and range of transportation options to serve special access needs of individuals in this region, including people with low-income, children, elders and people with disabilities.</u> "
165.	Language clarification	Revise action 8.2.7 as follows, "Encourage new and existing development to create and enhance pedestrian facilities near <u>low income</u> , elderly and disabled developments... in areas serving <u>low income</u> , elderly and disabled individuals. "	Coalition for a Livable Future	11/15/07	Agree. Amend as requested.

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166.	Language clarification	Add new action under 8.2 as follows, <u>“Work with nonprofit and for profit affordable housing developers to encourage the location of public transportation near affordable housing.”</u>	Coalition for a Livable Future	11/15/07	Agree. Amend as requested.
167.	Language clarification	Revise Goal 9 title to be “Fiscal Stewardship” because the objectives under the goal relate to efficient use of public funds. Collectively, Goals 1, 2, 6 and 8 represent sustainability, which is also covered under the principles section of the RTP in Chapter. In addition, bring objective 10.2 (Stable and Innovative Funding) back into Goal 9.	Coalition for a Livable Future and AORTA	11/15/07	Agree. Amend as requested.
168.	Language clarification	Rewrite Goal 9 as follows, <u>“Ensure the Best Return on Taxpayer Funded Investments and Programs.”</u> AORTA comment – revise Goal 9 as follows, <u>Goal 9: Ensure Fiscal Responsibility Regional transportation planning and investment decisions maximize the return on public investments in infrastructure, preserving past investments for the future, emphasizing management strategies and prioritizing investments that reinforce Region 2040 and achieve multiple goals.</u>	Councilor Robert Liberty and AORTA	11/15/07	Agree in part. Amend as follows, “Goal 9: Sustainability <u>Fiscal Stewardship -</u> Regional transportation planning and investment decisions promote responsible fiscal, social and environmental stewardship by maximizing <u>ensure the best</u> return on public investments in infrastructure and programs <u>and placing the highest priority on investments that reinforce Region 2040 and achieve multiple goals.</u> ” See also comment #2 in the discussion items and comment #167 in the consent items.

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169.	Language clarification	<p>CLF comment - Revise Goal 10 as follows, "The region's government, business, institutional and community leaders work together in an open and transparent manner, <u>encourage public involvement, and provide meaningful opportunities for public input in transportation decisions. Public and private stakeholders coordinate their efforts</u> so the public experiences an integrated, comprehensive system of transportation facilities and services that bridge governance, institutional and fiscal barriers."</p> <p>Alternate language suggested by AORTA "...so the public is <u>fully involved and has ownership in transportation decisions and experiences...</u>"</p>	Coalition for a Livable Future and AORTA	11/15/07	Agree. Amend as follows, "community leaders work together in an open and transparent manner so the public <u>has meaningful opportunities for input in transportation decisions and experiences...</u> "
170.	Language clarification	<p>Revise section 4.3.8 Environmental Justice Analysis as follows, "The RTP Investment Pool projects were intersected with identified Environmental Justice <u>Communities Target Areas (2000 census block groups with two or more socioeconomically sensitive populations). (a census block group that has a concentration of people living in poverty, low-income people, people of color, elderly, children, people with disabilities, and other populations protected by Title VI and related nondiscrimination statutes).</u>"</p>	Coalition for a Livable Future	11/15/07	Agree. Amend as requested.

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<p style="text-align: center;">CONSENT ITEMS FOR JPACT CONSIDERATION</p>					
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171.	Measures	Add new measure under Goal 5, " <u>Per capita crashes, serious injuries and fatalities by census block group.</u> "	Coalition for a Livable Future	11/15/07	Agree. Amend as requested. These will be considered during the state component of the RTP update.
172.	Measures	Add new measure under Goal 6, " <u>Calculate estimates of greenhouse gas emissions of potential transportation investments.</u> "	Coalition for a Livable Future	11/15/07	Agree. Amend as requested. These will be considered during the state component of the RTP update.
173.	Measures	Revise and add the following potential measures under Goal 8, "Distribution of transportation investments by <u>mode (transit, pedestrian, bicycle, road expansion, etc.) and dollar amount by environmental justice target area communities.</u> <u>Smog, particulate and air toxic pollutant concentrations by census block group and cross-referenced with EJ communities.</u> <u>Demographic profile of planned transportation project users/beneficiaries, including income, race, age, and household location as compared to demographic profile of community where the investment is being made.</u> <u>Rates of asthma and air-quality related health incidents by census block group and cross-referenced with EJ communities and EJ population distribution.</u>	Coalition for a Livable Future	11/15/07	Agree. Amend as requested. These will be considered during the state component of the RTP update, as it may not be reasonable or possible to measure all of these.

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		<p><u>Obesity rates and rates of diseases associated with low levels of physical activity by Census block group and cross-referenced with EJ communities and EJ population distribution.</u></p> <p><u>Participation rates of EJ target community members in transportation decision-making.</u></p> <p><u>Community facilities & basic services assessment within ¼ mile radius of transit stops in EJ communities and EJ populations.”</u></p>			
174.	Glossary	<p>Replace definition of Environmental Justice (EJ) Community (Formerly EJ Target Area) :</p> <p><u>An EJ community is a census block group that include two or more socio-economically sensitive populations with a population density greater than 2.5 times the regional average in 2000. This includes minorities, seniors, and people with disabilities, low income, or who do not speak English. has a concentration of people living in poverty, people with low-income, people of color, elderly, children, people with disabilities, and other populations protected by Title VI and related nondiscrimination statutes. “Concentration” shall be defined as having a population density in a Census Block Group of any of the</u></p>	Coalition for a Livable Future	11/15/07	<p>Agree in part. Amend definition as follows, “<u>An EJ community is a census block group that include two or more socio-economically sensitive populations with a population density greater than 2.5 times the regional average in 2000. has a concentration of people living in poverty, people with low-income, people of color, elderly, children, people with disabilities, and other populations protected by Title VI and related nondiscrimination statutes. “Concentration” shall be defined as having two or more socio-economically sensitive populations with a population density in a Census Block Group of any of the groups listed above greater than 2.5 times the regional average in 2000 percentage based on the most recent actual census bureau data. This includes minorities, seniors, and people with disabilities, low income, or who do not speak English.</u>” In addition, add a map of the environmental justice communities subject to evaluation to Chapter 1, page 1-6 to complement the Title VI and Environmental Justice discussion.</p> <p>This definition is what has been used by other metropolitan planning organizations in their planning</p>

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		<u>groups listed above greater than the regional percentage based on the most recent actual census bureau data within the ¼-mile corridor of the proposed new transportation facility (except for freeways) and within the 1-mile corridor of any freeway-related project.</u> Former definition set threshold for inclusion very high, possibly high enough to eliminate all but one community in the region.			processes, and in previous updates to the Metropolitan Transportation Improvement Program (MTIP). As a result, this definition was also used in the background report “Environmental Justice in Metro’s Transportation Planning Process” during the scoping phase of the 2035 RTP update. The report created a demographic profile of the region for all EJ communities and then applied the concentration definition to identify areas that would be the focus of analysis to measure benefits and impacts on environmental justice communities. The analysis found many EJ communities overlap in the region. Refinements to broaden the definition and methodology will be considered during the state component of the RTP update.
175.	Glossary	Add new definition as follows, <u>“Environmental Justice Populations- people living in poverty, people with low-income as determined annually by the U.S. Department of Health and Human Services Low-Income Index, people of color, elderly, children, people with disabilities, and other populations protected by Title VI and related nondiscrimination statutes living within the ¼ mile corridor of the proposed new transportation facility (except for freeways) and within the 1-mile corridor of any freeway-related project.”</u>	Coalition for a Livable Future	11/15/07	Agree in part. Amend glossary as follows, <u>“Environmental Justice Populations- people living in poverty, people with low-income as determined annually by the U.S. Department of Health and Human Services Low-Income Index, people of color, elderly, children, people with disabilities, and other populations protected by Title VI and related nondiscrimination statutes.”</u> Refinements to be specific about proximity to transportation facilities will be addressed during the state component of the RTP update.
176.	Technical analysis	Add a “Global Context” and “Northwest Context” to the plan. The RTP contains Federal, State and Regional context sections – but no global context and no context for the Northwest. The global	Metro Councilor Robert Liberty	11/15/07	Agree. Some of this is already discussed in Chapter 2. Chapter 2 will be expanded to further highlight these concepts in the introduction to Chapter 2.

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		context includes increased global economic integration and competition, (including competition between metropolitan areas and the specialization of national and metropolitan economies and labor forces), global climate change, rising fuel costs and increasing environmental problems. The Northwest context should include discussion of trade and freight relationships with eastern Oregon and Washington and with the cities of Cascadia, from Eugene to Vancouver, BC.			
177.	Language clarification	Revise Objective 1.1 as follows, "Compact Urban Form and Design" " Leverage Region 2040 land uses <u>Give priority to transportation investments that to reinforce growth in, and multi-modal access to 2040 Target Areas and ensure that development in 2040 Target Areas are consistent with and support the transportation investments.</u> " The current wording is confusing in that it refers to "leveraging land uses" to reinforce growth in 2040 Target Areas" instead of leveraging transportation investments to reinforce growth in the target areas. "Land uses" in the 2040 growth areas, in turn, should reflect and support the transportation investments made to support them, which is the subject of potential Action 1.1.2.	Metro Councilor Robert Liberty	11/15/07	Agree in part. Investment priorities are established through action statements, not the objective statements. Amend Objective 1.1 as follows, "Compact Urban Form and Design – Leverage-Use <u>transportation investments Region 2040 land uses to reinforce growth in, and multi-modal access to 2040 Target Areas and ensure that development in 2040 Target Areas is consistent with and support the transportation investments.</u> "

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178.	Language clarification	Revise action 1.1.1 as follows, "Place a priority on multimodal transportation investments that address a system gap or deficiency to reinforce growth in and improve <u>multi-modal</u> access to or within the primary 2040 target areas."	AORTA	11/15/07	Agree. Amend as requested.
179.	Language clarification	Revise Goal 8 as follows, "Regional transportation planning, <u>programs</u> and investment decisions ensure the benefits and <u>adverse</u> impacts of investments <u>and programs</u> are equitably distributed <u>between different parts of the region and between neighborhoods with different incomes, races and ethnicities.</u> "	Metro Councilor Robert Liberty	11/15/07	Agree in part. Revise Goal 8 as follows, "Regional transportation planning, <u>programs</u> and investment decisions ensure the benefits and <u>adverse</u> impacts of investments <u>and programs</u> are equitably distributed <u>between different parts of the region and between census block groups with different incomes, races and ethnicities.</u> " The environmental justice analysis will be conducted at a census block group level, not a neighborhood level.
180.	Language clarification	The principles section, "equity" is described as "responsibility of the plan to the people of the region," which seems to completely diffuse the issues of fairness and justice."	Metro Councilor Robert Liberty	11/15/07	Agree. Amend page 3-2 to broaden equity discussion.
181.	Actions	Goal 8 "Potential Actions" do not define the kinds of benefits and adverse impacts that we need to consider. The plan should be clear that these include not just benefits of access and adverse environmental impacts but also direct and indirect land value impacts (increased and decreased), and job access.	Metro Councilor Robert Liberty	11/15/07	No change recommended. See comment #173. This comment will be addressed during the state component of the RTP update.
182.	Measures	Amend Potential Action 9.1.4 as follows, " Develop methods to consider <u>Adopt standardized measures</u> of cost-effectiveness, least cost solutions and life-cycle cost of facilities <u>and programs addressing the regional</u>	Metro Councilor Robert Liberty	11/15/07	Agree in part. Amend as follows, "Develop methods to consider <u>measures</u> of cost-effectiveness, least cost solutions and life-cycle cost of facilities <u>and programs to be used in the project evaluation and selection process</u> in the evaluation process. " The appropriateness of creating a standardized set of measures will be addressed during

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		<u>transportation goals to be used in the project development, project evaluation and making choices between projects and programs in the evaluation process.</u> “			the state component of the RTP update.
183.	Measures	Amend Potential Action 9.2.6 as follows, “Develop <u>standardized</u> measures to evaluate the contribution of transportation investments and management strategies to achieving the regional transportation goals to the economic competitiveness of the region and the state. ”	Metro Councilor Robert Liberty	11/15/07	Agree in part. Amend as follows, ““Develop measures to evaluate the contribution of transportation investments and management strategies to achieving the regional transportation goals to the economic competitiveness of the region and the state. ” Development of measures will occur during the state component of the RTP update for all goals. The appropriateness of creating a standardized set of measures will be addressed at that time.
184.	Financially constrained system	Remove projects # Project 10866 Columbia River Crossing (for preliminary engineering and right-of-way acquisition) and Project 10870 I-5/99W Connector (to conduct study, complete environment design work and NEPA for I-5 to OR-99W and acquire ROW.) As a policy matter, it seems inappropriate to include funding for construction, right of way acquisition or preliminary engineering of projects when very different alternatives, including a no build option, are still under study by an advisory committee and which have not received final approval by various governments. Projects still being developed cannot receive the implied endorsement for funding because it undermines the integrity of the study and approval process. Funding to complete a study makes sense but	Metro Councilor Robert Liberty	11/15/07	No change recommended. This comment will be further addressed during the state component of the RTP update as part of the performance measures and funding responsibility and strategy development discussions. This approach has been used in previous RTP updates and does not constitute a prior commitment. The RTP recognizes that the NEPA process will define the solution to address transportation needs identified in these and other mobility corridors in region, consistent with the RTP and applicable state and federal requirements. This approach does represent a policy choice for how limited transportation dollars are spent. The Financially Constrained RTP <u>includes</u> : a. 40 percent (\$270.5 million) of ODOT’s priorities are project development and right-of-way acquisition and some initial construction for Projects of Statewide Significance (e.g., Columbia River Crossing, Sunrise Project and I-5/99W Connector and the I-5/I-84 Interchange). b. 60 percent (\$363.1 million) of ODOT’s priorities address key bottlenecks on the freeway system (e.g.,

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		funding to acquire right of way does not make sense when a choice among the alternatives has not been made and it is not clear what right of way or how much would be acquired. (See page 7-43 of the draft RTP.)			interchanges on I-205, I-84, OR 217 and US 26 and mainline capacity on I-5 North and US 26 West). c. Previously approved 2008-2011 State Transportation Improvement Program (STIP) commitments tied to specific modernization projects. d. Approximately \$515.5 million of local funding is assumed to contribute to projects of importance to cities and counties on the region's freeways and the state and district highway parts of the ODOT system in response to ODOT's limited modernization resources. e. \$115 million of regional flexible funding is assumed for system and demand management strategies to complement capital investments in the mobility corridors.
185.	Financially constrained system	Currently the Regional Travel Options, Project 11054, is listed on the constrained list at \$74 million over the next 27 years and "Regional ITS/TSMO", project 11104, is listed as \$40 million. The program investments should be considered and analyzed as annual investments in the \$10 million per year range, combined.	Metro Councilor Robert Liberty	11/15/07	No change recommended. This comment will be addressed during the state component of the RTP update and the TGM-project to develop a regional strategy for management and operations as described on page 7-56. Refinements to the financially constrained system and the plans policies for management strategies may be identified through this work.
186.	Language clarification	Page ii, last paragraph - The Metro RTP needs to be consistent with the state TSP, not just the OTP, as is referenced here. The state TSP is comprised of the OTP and state multimodal, modal, topic and transportation facility plans. The same comment applies on page 1-7.	ODOT	11/15/07	Agree. Amend as requested.
187.	Language clarification	Page 1-7, section 1-3, second paragraph: Please clarify the statement "the Illustrative system will draw from the 2035 RTP Investment	ODOT	11/15/07	Agree. Amend as requested.

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		Pool” to indicate that the Illustrative System will not exclusively draw from the 2035 RTP Investment Pool, but that additional Illustrative projects may be added. The so-called “200% project list” or 2035 RTP Investment Pool clearly does not represent all needs. For example, all projects in the Pool had to come from adopted TSPs or facility plans; jurisdictions may identify additional needs based on the new system concepts and performance measures that were not reflected in their adopted TSPs.			
188.	Technical analysis	Historical data is not presented for a consistent time period. In most cases data is reported for the period from 1990 to 2000. It is also reported for various data for the past 30 years, for years since 2000, for 1990 to 2005, and for 1991 to 2002, for example. Some of these data are related to projections for the period from 2005 to 2035. A consistent historical time series should be used with all data and this time series should be comparable to the projection time horizon. Otherwise the data may produce a skewed view of trends.	ODOT	11/15/07	Agree. To the extent possible, amend as requested. In some cases data was not available for the same time horizon.
189.	Language clarification	Page 3-9, Goal 2, Potential Action 2.1.9: refers to “priority 2040 land uses”. It is not clear whether this refers to Primary or Secondary land uses or both, or something else.	ODOT	11/15/07	This refers to primary and secondary land uses. Revise to reference “2040 Target Areas.”
190.	Language	Page 3-10, Goal 2, Potential Action	ODOT	11/15/07	Agree. Amend as requested.

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	clarification	2.3.4: it is not clear whether the phrase "that are approved by state, regional, and local agencies" refers to IAMPs or to "access points". the Glossary.			
191.	Language clarification	Also, there were additional Potential Actions in the March 1 draft that have been deleted in the October 15 draft, i.e. "use access management and site design standards for interchange areas to preserve traffic efficiency and function, while ensuring safety for all modes of travel. The standards should include guidelines for pedestrian and bicycle access, access restrictions, gateway treatments at interchanges, use of medians, landscaping minimums, and other design considerations. ", and "use interchange zoning (as a base zone and/or overlay zone) to regulate the type of development that may take place at an interchange or along arterials connecting to the interchange." Rather than adding these back as potential actions, we would suggest adding the concepts represented in these former potential actions to the definition of Interchange Area Management Plans in the glossary	ODOT	11/15/07	Agree. Amend as requested.
192.	Language clarification	Page 3-10, Goal 2, Objective 2.4: the objective is awkwardly worded. Maybe the sentence should read "Maintain reasonable and reliable travel time and access <u>through the region</u> as well as between freight intermodal facilities	ODOT	11/15/07	Agree. Amend as requested.

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		and destinations within and outside the region, to promote....”			
193.	Language clarification	Page 3-10, Goal 2, Potential Action 2.4.4: the fourth bullet refers to safety deficiencies relating to “congestion on interchanges and hill climbs”. This should be expanded to include safety deficiencies on throughway mainlines associated with interchanges, such as braided ramps, merge lanes, backups on the freeway due to congestion on the arterial network, etc.	ODOT	11/15/07	Agree. Amend as requested.
194.	Language clarification	Page 3-10, Goal 2, Potential Action 2.4.7: this action is listed under Objective 2.4 Freight Reliability, yet refers to “person-trip capacity”. Shouldn’t the reference in this case be to freight or goods movement capacity?	ODOT	11/15/07	Agree. Amend as requested.
195.	Language clarification	Page 3-11, Goal 3, Potential Action 3.1.4: bicycle boulevards may also be appropriate where arterial speeds and/or volumes are too high for bicyclist comfort and safety – not only where ROW is constrained or arterial spacing is excessive.	ODOT	11/15/07	Agree. Amend as requested.
196.	Language clarification	Page 3-11, Goal 3, Potential Action 3.2.8: it is not clear whether the phrase “that connect to side streets....” refers to “crossings” or “sidewalks”.	ODOT	11/15/07	Agree. Amend as follows, “...with <u>sidewalks and crossings</u> that connect to...”
197.	Language clarification	Page 3-12, Goal 3, Objective 3.3: is the objective an <u>intermodal</u> system or a <u>multimodal</u> system?	ODOT	11/15/07	Agree. Amend as follows, “Support a <u>multimodal</u> intermodal freight transportation system...”
198.	Language clarification	Page 3-13, Goal 4, Objective 4.1 System Management: ODOT would	ODOT	11/15/07	Agree. Amend as requested.

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		like to see more emphasis on access management of Throughways as well as Arterials, for example by adding "access management" to Potential Action 4.1.7. Add additional Potential Action, to revise the Throughway, Street, and Boulevard design concepts to strengthen the policy guidance on appropriate access management approaches for each street design type. Such an Action would be consistent with and reinforce Potential Action 9.2.4.			
199.	Language clarification	Page 3-15, Goal 5, Objective 5.3: Since hazardous materials incidents are very common incidents disrupting transportation they should be given more attention. The Actions should say something about response to these incidents to clear them and to protect the public and environment from the spilled materials. Also, please add "trails" to the list of facilities at which to minimize security risks in Potential Action 5.3.5.	ODOT	11/15/07	Agree. Amend as requested.
200.	Language clarification	Page 3-16, Goal 6, Potential Action 6.1.2: This language is not consistent with state and federal law. Proposed language: "Consider avoiding, minimizing, or mitigating negative environmental impacts associated with transportation system and facility design, construction, and maintenance activities, in accordance with federal and state law.	ODOT	11/15/07	Agree. Amend as requested.

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201.	Language clarification	Page 3-18, Goal 8, Objective 8.1, Potential Actions 8.1.1 and 8.1.2) Environmental justice requirements relate to people, not "target areas". The actions should be reworded to reflect that.	ODOT	11/15/07	Agree. See also comments # 149, 161 and 162 with revisions.
202.	Language clarification	Page 3-19, Goal 9, Potential Action 9.1.1: It is not sufficient to manage assets to protect the physical infrastructure. Assets need to be managed to protect the functional characteristics of the infrastructure as well.	ODOT	11/15/07	Agree. Amend as requested.
203.	Language clarification	Page 3-21, Section 3.4 ODOT objects to the statement that "These idealized system concepts form the basis for identifying system needs...". At least with regard to the state system, current and future system performance based on OHP mobility standards will be weighed along with gaps in an idealized system for identifying needs or deficiencies.	ODOT	11/15/07	Agree. Amend as follows, "These idealized system concepts form <u>along with adopted performance measures</u> serve as the basis for identifying system needs <u>and deficiencies...</u> "
204.	Language clarification	Page 3-24, Throughways – ODOT is concerned about the text stating "The Oregon Highway Plan identifies three gaps to the region's throughway system that are needed to improve access from the Portland metropolitan region to the rest of the state and destinations beyond. These gaps are: a connection from I-5 to 99W, a connection from I-205 to US 26, and a connection from I-84 to US 26." While these needs were indeed identified by	ODOT	11/15/07	Agree. Amend as requested.

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		<p>ODOT in the 1991 OHP as part of the Access Oregon Highway (AOH) Policy, the current OHP does not include a reference to these specific needs. These three gaps in the throughway system have been clearly identified in the 2000 and 2004 RTPs, which would be a more accurate reference.</p>			
205.	Language clarification	<p>Page 3-35, Regional Freight System, third paragraph, first sentence: the freight system connects our region not only to markets (demand), but also to suppliers.</p>	ODOT	11/15/07	Agree. Amend as requested.
206.	Language clarification	<p>Page 3-39, Regional Bike and Pedestrian Systems – States “Oregon State statutes, administrative rules and the Oregon Transportation Plan establish that pedestrian and bicycle facilities are required on all collector and higher classification arterial streets when those roads are constructed or reconstructed.” This requirement is not found in the Oregon Transportation Plan. The Oregon Bicycle and Pedestrian Plan includes references to applicable state and federal statutes and the Transportation Planning Rule.</p>	ODOT	11/15/07	Agree. Amend as requested. See also comment #133.
207.	Language clarification	<p>Page 3-49, Traveler Information Programs – Should also mention Tripcheck.com website as a source for traveler information and freeway speeds in the Portland.</p>	ODOT	11/15/07	Agree. Amend as requested.
208.	Language clarification	<p>Page 3-50, Value Pricing – The Executive Summary notes with regard to value pricing on Page iv that “more</p>	ODOT	11/15/07	Agree. Amend as requested.

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		work is needed to gain public support for this tool.” A similar statement should be included on Page 3-50, which identifies value pricing strategies as a demand management strategy under the transportation systems management and operations (TSMO) concept.			
209.	Language clarification	Page 4-3, Table 4-1 – The text for footnote 2 is missing from the page.	ODOT	11/15/07	Agree. Amend as requested.
210.	Language clarification	Page 4-12, Motor Vehicle Performance, Table 4.5 (2035 RTP Round 1 - Motor Vehicle System Performance). Revise table to refer to ratios of travel demand to capacity. (For example, models can produce ratios greater than 1, an impossibility for a V/C ratio.)	ODOT	11/15/07	Agree. Amend as requested.
211.	Language clarification	Page 4-16, Table 4.10 (2035 RTP Round 1 Motor Vehicle Volumes) <ul style="list-style-type: none"> • The Mobility Corridors do not match the Mobility Corridors that were identified at the April 30 workshop. • The data is reported with more precision than the accuracy of the data supports. The model used to predict traffic volumes cannot predict single vehicle accuracy. • As mentioned in the cover letter, it would be helpful to see v/c ratios in table 4.10. The table shows increasing traffic volumes, but doesn't show corresponding system capacity making it difficult to assess congestion levels of the facilities. In 	ODOT	11/15/07	Agree. Amend as requested.

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		addition, including the 2005 and 2035 Financially Constrained V/C plot maps here will present a clearer picture of system performance or lack thereof.			
212.	Language clarification	Pages 4-18 and 4-19, Summary of Key Findings from Round 1 System Analysis, Section 4.2.5 2nd Paragraph, 2nd Sentence says: "However, despite significant investments assumed in the region's throughway, transit and arterial street systems, the region appears to lose ground on congestion and system reliability in key mobility corridors." It is not clear how a conclusion on system reliability could be made since no system reliability measures are reported.	ODOT	11/15/07	Agree. Remove reference to system reliability.
213.	Language clarification	Page 5-2, last bullet, Safety funds seems to refer to a replaced safety program. HEP is now called Highway Safety Improvement Program (HSIP), and there are other programs as well.	ODOT	11/15/07	Agree. Amend as requested.
214.	Language clarification	Page 5-3, Federal Forest Receipts section: it may be worth mentioning that this traditional source of revenue can no longer assumed to be available in the future.	ODOT	11/15/07	Agree. Amend as requested.
215.	Language clarification	Page 5-4, Figure 5-1: different types of taxes are included in this one graph, and it is unclear how they are measured. Page 5-7, Table 5-1, 2 nd to last row, share of highway trust fund: most of this is used for OM&P, it is therefore	ODOT	11/15/07	Agree. Amend as requested.

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		misleading to include it in the mod table without a footnote or explanation. Table 5-1, last row: It is misleading to include utility fees in modernization pools. Utility fees are only used for OM&P. Sentence below the table: please clarify that the \$9,070 million is for modernization alone.			
216.	Language clarification	Page 5-8, Table 5-3: the number for 5309 New Starts/Small Starts funds should be higher. Our analysis shows it to be \$ 852.5m. This excludes "Rail Modernization" formula funds (this is a separate passenger rail rehabilitation program also under Section 5309).	ODOT	11/15/07	Agree. Amend as requested.
217.	Language clarification	Page 5-11, Section 5.3.1 number 3: "\$15 Vehicle Registration Fee "should be replaced by "assumed revenue". Section 5.3.1, fourth bullet: "(2003\$)" should be removed. This was calculated in nominal dollars, not year-specific dollars.	ODOT	11/15/07	Agree. Amend as requested.
218.	Language clarification	Page 5-13, Section 5.3.3, fourth paragraph: first sentence should be "The initial estimates of <u>Region 1</u> (rather than Statewide) Bridge Fund totals for local bridges..."	ODOT	11/15/07	Agree. Amend as requested.
219.	Language clarification	Page 5-14 Section 5.4.2, first paragraph: "Scenario 3" of the OTP, should be Scenario 2.	ODOT	11/15/07	Agree. Amend as requested.
220.	Language clarification	Page 7-1, last bullet - There is a reference to ODOT's 6-year STIP, which should be 4 years.	ODOT	11/15/07	Agree. Amend as requested.
221.	Language clarification	Page 7-6, 7-12, 7-13, 7-27, 7-30, boxed text: several reviewers have had	ODOT	11/15/07	Agree. Amend as requested.

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		trouble understanding which sections of chapter 7 were updated, and which ones are the old text from chapter 6 of the 2004 RTP. It would have been helpful, in addition to the boxes, to include a statement on page 7-1 to clarify that the bulk of chapter 7 is old, with the exception of section 7.8.			
222.	Language clarification	Page 7-49 – Notes that “While level-of-service and other congestion-related measures should be considered as part of a more diverse set of measures, it should be evaluated in a more comprehensive fashion to ensure that transportation solutions identified in future RTP updates represent the best possible approaches to serving the region’s travel demands.” As stated clearly in the February 28 letter from Stuart Foster, the OTC is not comfortable in moving away from the mobility standards set forth in the OHP at this time. The Commission may be willing to consider other measures to <u>supplement</u> existing ones, subject to the provisions of Action 1F3 of the OHP.	ODOT	11/15/07	Agree. Amend as requested.
223.	Glossary	Expand definition of deficiency to reference deficiency thresholds in Table 3.16 (Regional Motor Vehicle Performance Measures and 3.17 (Non-SOV Modal Targets).	ODOT	11/15/07	Agree. Amend as requested.
224.	Language clarification	Revise objective 2.2. as follows, “Ensure reliable and efficient connections between passenger	AORTA	11/15/07	Agree. Amend as requested.

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		intermodal facilities and destinations in <u>and beyond</u> and through the region to improve non-auto access to and from outside the region and promote the region's function as a gateway for tourism.			
225.	Language clarification	Revise action 2.2.1 as follows, "Place a priority on investments that benefit <u>intercity public transportation or connect such transportation with other two or more passenger modes.</u> "	AORTA	11/15/07	Agree. Amend as requested.
226.	Language clarification	Revise action 2.3.1 as follows, "Place a priority on investments that implement the CMP by addressing a <u>modal</u> gap or deficiency, or implement TSMO strategies on an arterial within a regional mobility corridor."	AORTA	11/15/07	Agree in part. Amend as follows, "...addressing a gap or deficiency, or implement TSMO strategies on an arterial within a regional mobility corridor."
227.	Language clarification	Revise Objective 2.4 Freight Reliability, as follows, "Maintain a reasonable and reliable travel time and access between freight intermodal facilities and destinations in, within and through beyond the region to promote the region's function as a gateway for commerce, consistent with the Regional Freight System Map."	AORTA	11/15/07	Agree. Amend as requested.
228.	Objectives	Revise Objective 2.5 Job Retention and Creation, as follows, " <u>Sustainable Economy and Livability – Encourage retention and creation of jobs, especially within sustainable industries, and use transportation investments to protect regional livability, one of our region's prime economic assets</u> Foster the growth of	AORTA	11/15/07	No change recommended.

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		new businesses and retain those that are already located in the region.			
229.	Language clarification	Revise action 2.5.1 as follows, "Place a priority on transportation investments that support state and local government efforts to attract new <u>businesses</u> industries to Oregon or that keeps and encourages expansion of existing <u>businesses</u> industries ."	AORTA	11/15/07	Retain industries and add "businesses" as proposed.
230.	Action	Add actions to objective 2.5 as follows, " <u>2.5.2. Support retention and creation of family wage jobs.</u> <u>2.5.3. Support the retention and creation of sustainable businesses.</u> <u>2.5.4. Support the retention of agriculture within and adjacent to the region.</u> "	AORTA	11/15/07	Agree. Amend as requested.
231.	Objective	Revise objective 3.1 as follows, " Make progress toward <u>Achieve Non-SOV modal targets...</u> "	AORTA	11/15/07	Agree. Amend as requested.
232.	Language clarification	Revise action 3.1.1 as follows, "Place a priority on investments that complete <u>address a system gap or deficiency</u> to improve bicycle, pedestrian or transit access, and connect two or more modes of travel."	AORTA	11/15/07	Agree. Amend as requested.
233.	Language clarification	Revise action 4.1.1 as follows, "Place a priority on investments that <u>use the Transportation System Management and Operations (TSMO) Concept</u> to improve mobility, reliability and safety on an element of the regional mobility corridor system, consistent with the Transportation System Management and Operations (TSMO) Concept. "	AORTA	11/15/07	Agree. Amend as requested.

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234.	Language clarification	Revise action 4.2.1 as follows, "Place a priority on investments that <u>use the Transportation System Management and Operations (TSMO) Concept</u> to increase awareness of travel options include by means of services, incentives, and supportive infrastructure to increase awareness of travel options, consistent the Demand Management Concept.	AORTA	11/15/07	Agree. Amend as requested.
235.	Language clarification	Revise action 5.1.1 as follows, "Place a priority on investments that address recurring safety-related deficiencies on an element of the regional mobility corridor system <u>and on completing gaps in the regional bicycle and pedestrian systems.</u> " and delete action 5.1.2.	AORTA	11/15/07	Agree. Amend as requested.
236.	Language clarification	Revise action 7.1.1 as follows, "Place a priority on investments that increase opportunities for physical activity, <u>both as an end in itself in the course of traveling to meet daily needs and accessing services.</u> " to clarify that the focus is not only promotion of opportunities for physical activity for its own sake, but as part of daily travel.	AORTA	11/15/07	No change recommended. This is addressed in the objective statement.
237.	Language clarification	Revise objective 7.1 as follows, "Provide safe and convenient transportation options that support active living and physical activity to meet daily needs and <u>access services.</u> "	AORTA	11/15/07	Agree. Amend as requested.
238.	Language clarification	Revise action 8.1.2 as follows, "Evaluate benefits and impacts of on	AORTA	11/115/07	See comment #162.

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		<u>all areas affected</u> by recommended investments, on <u>especially for</u> environmental justice target areas.			
239.	Action	Add new action to objective 9.2 as follows, " <u>Assure that expenditures of transportation resources for projects that also have non-transportation objectives produce clear transportation benefits commensurate with the level of investment.</u> " Several streetcar projects have been proposed as a way to leverage desirable land use patterns. Such projects would produce not only transportation benefits, but urban renewal and economic benefits. The recognition that federal, state and local funding sources are quite limited and prudent fiscal stewardship dictate that a significant portion of the funding for such projects should come from non-transportation sources.	AORTA	11/15/07	No change recommended. This comment will be addressed during the state component of the RTP update as part of the funding responsibility discussion.
240.	Financially constrained system	Concerned about the following projects that we don't appear consistent with RTP policies: <ul style="list-style-type: none"> • 10875 OR 217: Braid OR 217 ramps between Beaverton-Hillsdale Hwy. and Allen Blvd. in both directions. \$79,600,000 • 10846 TV Hwy – Expand to 7 lanes with bike/sidewalks. \$42,000,000 • 10873 US 26W: Widen highway to 6 lanes \$36,119,034 • 10596 Washington Co. Scholls Ferry Rd. – Widen to seven lanes with bike lanes and sidewalks. 	AORTA	11/15/07	This comment has been forwarded to ODOT, TriMet, Washington County, Hillsboro and Clackamas County for consideration. The financially constrained system represents investment priorities for each respective nominating agency. The ODOT throughway projects identified fall within the Chapter 3 sizing guidelines for 6-lane throughways. The 7-lane arterial guidelines exceed the sizing guidelines called for in Chapter 3, and have been identified to address current standards for defining motor vehicle performance deficiencies. All 7-lane arterial projects will be further evaluated during the state component of the RTP update to ensure consistency with RTP goals, objectives and performance

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		<p>\$19,749,000</p> <ul style="list-style-type: none"> • 10894 Sunrise Hwy. Phase 1 PE: I-205 to SE 122nd Ave \$15,000,000 • 10872 Add lane: SB I-205 to SB I-5 interchange ramp and extend acceleration lane and add auxiliary lane on SB I-5 to Stafford Road. \$9,700,000 • 10835 185th Ave. – Widen to 7 lanes. \$4,896,000 <p>Self-ratings of these seven projects are in error. Widening an arterial to seven lanes should be a clear sign that there are insufficient alternative transportation options and/or a serious deficiency in street connectivity. Compact land use and transit, bicycle and pedestrian travel are significantly discouraged by such massive road facilities.</p> <p>Recommend the following projects be added in lieu of projects identified in comment #</p> <ul style="list-style-type: none"> • 10231 Renovate Union Station to meet seismic and functional requirements. \$30,000,000 • 10900 TriMet, P&W RR / Washington County Commuter Rail improvements – Beaverton to Wilsonville service upgrade (frequency and times of day). Will require capital improvements including DMUs. \$167,610,000 			<p>measures that will be developed during the state component of the process. Opportunities to increase arterial connectivity and implement other strategies will be examined to address identified deficiencies. In addition, Metro staff will review all self-rating in more detail as part of the state component of the RTP update and work with project nominating agencies to refine them.</p>

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		<ul style="list-style-type: none"> 10902* Extension of MAX Yellow line to Hayden Island This is reflects part of the full Project 10902, which would have continued to Vancouver. \$80,000,000 			
241.	Policy	Designate I-205 as our primary north/south freight corridor through Portland. This will permit and facilitate new opportunities to upgrade and expand the I-205 corridor. The I-205 corridor needs to be upgraded and expanded to a minimum of 4-lanes for its full circumference. Currently too much through north/south interstate freight traffic is channeled into and through Portland and this does not have to happen. Any traffic that can be redirected to the I-205 corridor will help relieve the congestion and environmental problems found in the I-5 corridor particularly when we talk about reducing the impact of trucks.	Paul Edgar	10/31/07	This comment will be addressed during the state component of the RTP update and the regional freight and goods movement planning effort.
242.	Technical correction	Reflect projects in 2008-2011 STIP and MTIP on RTP financially constrained list and show as "committed projects."	ODOT and local agencies	10/15/07 – 11/15/07	Agree. Amend as requested.
243.	Technical correction	Update project costs, descriptions and timings per various emails and letters by ODOT, Port of Portland and local agencies that are included in public comment summary report.	ODOT, Port of Portland and local agencies	10/15/07 – 11/15/07	Agree. Amend as requested.
244.	Technical correction	Add findings and recommendations from I-5/I-405 loop study in Chapter 7	Peter Finley Fry	11/14/07	Agree. Amend as requested.
245.	Technical correction	Page 6-7 (map of proposed financially constrained projects): Sherwood's	City of Sherwood	11/15/07	Agree. Amend as requested.

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		project 10674 (Oregon Tonquin Roundabout), 10677 (Adams Ave North), 10702 (2040 Corridor), and 10703 are not labeled on the map. Intersection projects also do not show up on the map (i.e. 10674).			
246.	Technical correction	The map shows 99W at the north end of Sherwood as a Highway and then there is a large gap before it picks up as a Regional Street in Tualatin. It is unclear why the design classification through Sherwood would not be similar to that of Tualatin and Tigard as it is serving employment areas, corridors, 2040 centers, etc.	City of Sherwood	11/15/07	Agree. Amend as requested and to designate the area outside of the UGB between Sherwood and Tualatin as a "highway" design designation.
247.	Technical correction	Sherwood's future community streets do not show up on this map as dashed lines (i.e. Adams Ave North).	City of Sherwood	11/15/07	Agree. Amend as requested.
248.	Technical correction	Page 4-10: Sherwood is not labeled on the system map	City of Sherwood	11/15/07	Agree. Amend as requested.
249.	Technical correction	Page 7-46 – Discussion indicates that no capacity projects are proposed on 99W south of Greenburg, however the RTP project lists indicates RTP project number 10770 would widen 99W to 7 lanes through to Beef Bend.	City of Sherwood	11/15/07	No change recommended. All 7-lane arterial projects will be further evaluated during the state component of the RTP update to ensure consistency with RTP goals, objectives and performance measures that will be developed during the state component of the process.
250.	Process	Sherwood is in the process of developing the Brookman Road concept plan and initial traffic modeling indicates that, even at a no-build scenario, Pacific Highway may need to be widened to 7 lanes to accommodate anticipated traffic. While this is not in the current Sherwood TSP, it is anticipated that in	City of Sherwood	11/15/07	No change recommended. This comment will be addressed as part of the state component of the RTP update. See also comment #240 and 249.

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		implementing the Brookman Road concept plan, amendments to the TSP would be necessary. The City would like confirmation on how to "reserve" the right to make anticipated near term adjustments to the RTP to reflect necessary changes identified through the concept planning process.			
251.	Projects	Recommend adding Project #10283 and #10285 to the financially constrained plan to complete the Barbur Streetscape Plan developed in partnership with ODOT Region 1 and promised by a city and state several years ago. Multi-modal improvements (transit, bike and pedestrian) are urgently needed along this corridor in order to encourage use of alternative modes and improve safety.	Hillsdale Neighborhood Association Southwest Neighborhoods Inc.	11/14/07 11/15/07	<p>This comment has been forwarded to the City of Portland and ODOT to consider. Projects included in the plan were required to come from adopted plans or studies developed through a previous public process. Unlike other jurisdictions in the region, the City of Portland did not bring forward projects owned and operated by other agencies such as ODOT. These projects did not meet the additional criteria that the City of Portland used to create the financially constrained list. The following criteria were used to identify Portland projects for the federally constrained list:</p> <ul style="list-style-type: none"> • Projects in Transportation System Plan (TSP) that were also on the Regional Transportation Plan (RTP) • Projects in current Office of Transportation Capital Improvement Plan (CIP) • Projects that received or requested MTIP funds • Projects that received or requested state Transportation Enhancement (TE) funds • Projects that received or requested state ODOT Grant Funds • Projects identified in the Final Systems Development Charge (SDC) project list • Included in a Modal Plan • Projects identified in completed TSP studies <p>ODOT focused prioritized their limited revenue sources on operations and maintenance of the existing system,</p>

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					targeted capacity projects on the interstate system and project development (engineering and right-of-way acquisition) for the interstate system. This project, and others, will be included in additional analysis to be completed during state component of the RTP update. Refinements to the financially constrained system will likely be identified based on that analysis and discussions about funding responsibility.
252.	Projects	Recommend the Garden Home Road Project #10191 be deleted from the financially constrained list.	Hillsdale Neighborhood Association Southwest Neighborhoods Inc. Terry Moore Ashcreek Neighborhood Association	11/14/07 11/15/07 11/15/07 11/15/07	This comment has been forward to the City of Portland for consideration. Recommendation under comment #124 calls for dividing Project 10191: into two projects, make changes to descriptions, then delete Project 1 from the financially constrained system and add project #2 to the financially constrained system to improve and signalize the intersection at SW Garden Home and SW Multnomah boulevard.
253.	Projects	Capitol Highway projects #10272, 10273, 10282 and #10189 are high priority for multi-modal improvements in Southwest Portland and the Hillsdale Neighborhood Association and must be placed in the financially constrained list.	Hillsdale Neighborhood Association Southwest Neighborhoods Inc. Michelle Becker	11/14/07 11/15/07 11/15/07	This comment has been forward to the City of Portland for consideration. This project did not meet the additional criteria that the City of Portland used to create the financially constrained list. See comment #251.

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254.	Projects	Recommend the reduction or elimination of the SW Hamilton Project #10226 which we see as important but not as important as addressing the needs of our key arterials, Barbur and Capitol Highway.	Hillsdale Neighborhood Association Southwest Neighborhoods Inc.	11/14/07 11/15/07	This comment has been forward to the City of Portland for consideration.
255.	Projects	Project 10171 Burnside Couplet and Streetcar is too expensive. Other lower cost solutions should be pursued.	Michelle Becker	11/15/07	This comment has been forward to the City of Portland for consideration.
256.	Projects	Project 10235 – do not close Ross Island Bridge ramps from Barbur Boulevard	Michelle Becker	11/15/07	This comment has been forwarded to the City of Portland and ODOT for consideration.
257.	Process	Metro and the City of Portland needs to involve local neighborhoods in selecting and designing projects for inclusion in the Regional Transportation Plan and Metropolitan Transportation Improvement Program before the Portland’s list is forwarded to Metro. Historically neighborhood input into the project lists PDOT put forward for regional funding was achieved via the “Neighborhood Needs” program. The Portland “Neighborhood Needs” program has not been utilized by PDOT for more than six years. It is for this reason that our neighborhood and many others feel left out of this process and are communicating our disagreement with the proposed RTP project listings at this time.	Hillsdale Neighborhood Association Southwest Neighborhoods Inc. Ashcreek Neighborhood Association	11/14/07 11/15/07 11/15/07	This comment has been forward to the City of Portland for consideration. In June 2007, agencies submitted projects and programs that came from local and regional plans or studies that had been previously adopted through a previous public process. The investments submitted responded to the provisional policy framework. ODOT and TriMet collaborated with Metro and local agencies to identify investments that respond to mobility corridor priorities identified by the Freight Task Force, JPACT and MPAC last spring. In addition, local agency TPAC representatives for each of the three counties worked with the cities within their respective county to identify other community-building investments to complement the mobility corridor investments. The result of this effort was the development of the 2035 RTP Investment Pool. In addition, the three County Coordinating Committees and Metro’s Transportation Policy Alternatives Committee (TPAC) discussed projects to bring forward into the RTP financially constrained system as part of public meetings.
258.	Projects	Recommend eliminating or redesigning the Highway 99W Project #10770	Southwest Neighborhoods	11/15/07	No change recommended. All 7-lane arterial projects will be further evaluated during the state component of the

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		because it would add vehicle capacity and increase trips through our coalition area without enhancing access to alternative modes along the corridor. The project is inconsistent with the needs described in the RTP (page 7-46) as it adds several additional vehicle lanes without addressing growth-related problems along the corridor.	Inc.		RTP update to ensure consistency with RTP goals, objectives and performance measures that will be developed during the state component of the process.
259.	Projects	The Taylors Ferry Road Extension (Project #10545) should not be built if the financially constrained list does not also include improvements to the rest of Taylors Ferry Road (Project #10282, 10284) consistent with the Taylors Ferry Road Plan. Project #10545 would provide connectivity in Washington County without considering the impact of additional regional traffic in our community on an arterial that lacks shoulders, sidewalks, and bike paths.	Southwest Neighborhoods Inc. Ashcreek Neighborhood Association	11/15/07 11/15/07	This comment has been forward to the City of Portland for consideration. See comment #251.
260.	Projects	Include Project #10184 bike path from Foster Road at Powell Boulevard to 90 th Avenue in financially constrained system.	Michelle Roach Gregory Ewer Linda Goertz Kathleen Clarkson	11/12/07 11/14/07 11/15/07 11/15/07	This comment has been forward to the City of Portland for consideration. See comment #251.
261.	Projects	Include Project 10305 bikeway on Holgate from 52 nd Avenue to I-205 in financially constrained system.	Michelle Roach Gregory Ewer	11/12/07 11/14/07	This comment has been forward to the City of Portland for consideration. See comment #252.

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			Linda Goertz	11/15/07	
			Kathleen Clarkson	11/15/07	
262.	Projects	Include Project 10291 on 82 nd avenue from Schiller to Clatsop	Michelle Roach	11/12/07	This comment has been forward to the City of Portland and ODOT for consideration. See comment #.252.
			Linda Goertz	11/15/07	
			Kathleen Clarkson	11/15/07	
263.	Projects	Include sidewalks and bike lanes on Vermont Street between 30 th and 37 th avenues.	Ken Meyer	11/6/07	This comment has been forward to the City of Portland for consideration. See comment #251.
264.	Projects	Remove project 10371 and 10362 from financially constrained system. These projects are not consistent with city goals and policies for addressing global warming and increasing bicycling.	Levin Nock	11/11/07	This comment has been forwarded to the Port of Portland for consideration.
265.	Projects	Include Tryon Creek Culvert Alternatives Analysis Study in RTP	City of Lake Oswego	11/13/07	This comment will be addressed during the state component of the RTP update.
266.	Project	Update refinement planning description for I-5/99W connector to reflect project steering committee recommendations. Also add reference to Tualatin-Sherwood Road not meeting LOS policy in Chapter 3.	Dave Volz	11/15/07	This comment will be addressed during the state component of the RTP update.
267.	Prioritization	The RTP update needs to prioritize transportation corridors that are critical to the movement of freight so funding can be directed to these areas rather than spreading limited dollars too thinly across the region.	Ann Gardner, Portland Freight Committee	11/15/07	Agree. This work will be completed during the state component of the RTP update in coordination with the regional freight and goods movement plan effort. Performance measures for the regional mobility system will be developed and additional analysis of mobility corridors will be conducted. Priorities for investment will be refined based on that analysis.

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268.	Projects	Culvert replacement for Kellogg Creek/Mt. Scott Creek should be a priority. Metro's acquisition funding should be used to leverage/match of funding of transportation investments in this area.	Pat Russell North Clackamas CPO	10/25/07 11/15/07	This comment has been forwarded to the Metro Council, City of Milwaukie and Clackamas County for consideration.
269.	Projects	Milwaukie Expressway investments should be a priority over Sunrise Corridor and more connectivity is needed in the Clackamas Industrial area to help address congestion in the area.	Pat Russell North Clackamas CPO	10/25/07 11/15/07	This comment has been forwarded to ODOT and Clackamas County for consideration. This comment will be addressed as part of the state component of the RTP update. Performance measures for the regional mobility system will be developed and additional analysis of mobility corridors will be conducted. Priorities for investment will be refined based on that analysis.
270.	Projects	Strawberry Lane pedestrian improvements and other east/west connections should be priority investments. Recent work on the Strawberry Lane overcrossing by ODOT did not address this need.	Pat Russell North Clackamas CPO	10/25/07 11/15/07	This comment has been forwarded to ODOT and Clackamas County for consideration. Funding responsibility for important overcrossing connections such as this one will be further addressed during the state component of the RTP.
271.	Projects	Focus investments in the existing urban growth boundary before addressing areas at the edge of the UGB.	Pat Russell North Clackamas CPO	10/25/07 11/15/07	This comment has been forwarded to Clackamas County and the cities in Clackamas County for consideration. Additional discussions of this issue will occur as part of the state component of the RTP update.
272.	Projects	Investments in freight mobility should be concentrated on the rail system, not the truck routes	Pat Russell	10/25/07	Additional work on freight mobility will be completed during the state component of the RTP update in coordination with the regional freight and goods movement plan effort. Performance measures for the regional mobility system will be developed and additional analysis of mobility corridors will be conducted. Priorities for investment will be refined based on that analysis.
273.	Projects	Extend LRT to Oregon City	Pat Russell	10/25/07	The draft plan includes bus rapid transit connection from Milwaukie to Oregon city via the McLoughlin Corridor in the financially constrained system. The Regional High Capacity Transit (HCT) Study will further evaluate this in

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					coordination with the state component of the RTP update in 2008. The evaluation will consider other HCT modes and potential alignments along I-205 and McLoughlin Boulevard.
274.	Actions	Add new action to include employers and transportation management associations in project development processes.	Westside Transportation Alliance	11/15/07	Agree. Amend as requested.
275.	Measures	Add a potential measure to assess the cost benefit to people using transit, walking and bicycling as a corollary to the cost of congestion measure that has been used in previous studies.	Westside Transportation Alliance	11/15/07	Agree. Amend as requested. Development of a final set of performance measures will occur as part of the state component of the RTP update.
276.	Projects	Sandy Boulevard multi-modal improvements, Killingsworth pedestrian improvements, Hollywood pedestrian district improvements, east/west bikeways on NE Skidmore/Prescott and Klickitat/Siskiyou streets and 82 nd avenue streetscape and pedestrian improvements should be placed in the financially constrained list.	Central Northeast Neighbors, Inc.	11/15/07	This comment has been forward to the City of Portland for consideration. These projects did not meet the additional criteria that the City of Portland used to create the financially constrained list. See comment #251.
277.	Projects	Gateway Regional Center projects (#10326, 10327, 10328) should be included on the financially constrained list.	Metro Councilor Robert Liberty	11/15/07	This comment has been forward to the City of Portland for consideration. These projects did not meet the additional criteria that the City of Portland used to create the financially constrained list. See comment #251.
278.	Peak oil	Add language to direct additional evaluation of the effects of oil prices and emerging energy technologies on travel behavior in the region.	Sorin Garber	11/30/07	Agree. Amend as follows, " <u>Action 6.4.3 Evaluate the effect of unstable energy sources and potential emerging energy technologies on long-term travel behavior in the region, including the development of new analytical tools needed to complete this evaluation, and whether RTP policies are adequate to adapt to changing energy conditions.</u> "
279.	Language	Update congestion management	ODOT	11/30/07	Agree. Amend as requested.

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	clarification	process, program and strategy references throughout the to be consistent and more precise.			
280.	Technical correction	<ol style="list-style-type: none"> 1. Amend description of project #10866 to reflect PE and ROW for the CRC as originally intended. 2. Amend description of project #10869 to reflect construction improvements in the Sunrise Corridor consistent with the EIS, rather than full construction of a new connector from I-205 to 122nd and reduce the project cost from \$200 million to \$116 million. 3. Amend description of project #10894 to reflect the addition of \$10 million to the project and extend PE from 122nd to 172nd. 4. Amend description of project #10890 to reflect the addition of \$74m to the project and extend ROW acquisition to the full length of the proposed facility. 5. Amend description of project #10863 to correct time period. 6. Amend description of project #10884 to correct time period. <p>The project refinements in #2, #3, and #4 reflect more appropriate funding allocation for the stage at which the Sunrise project is at this time. After completion of the planning phase for these projects, RTP assumptions may need to be refined,</p>	ODOT	11/30/07	Agree. Amend as requested.

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281.	Performance measures	<p>Table 1.2 (Regional Motor Vehicle Performance Measures) and Table 1.3 (2040 Regional Non-SOV Modal Targets) from the 2004 RTP should be included in Chapter 3 with additional language indicating refinements to these performance measures may occur as part of the state component of the RTP update. It is premature to not include these measures when alternative measures have not been adequately developed to replace them. Previous comments by ODOT and the OTC have stated that this is not acceptable and is inconsistent with the OHP Mobility standards for State facilities.</p> <p>JPACT November 8 discussion: JPACT members provided additional direction on this item. The committee generally agreed with the staff recommendation with some refinements. Commission Rogers recommended adding a preamble to the discussion and LOS table (Table 3.16) that provides more context for the public and recognizes the RTP is not planning for failure.</p> <p>MPAC November 14 discussion: MPAC members provided additional</p>	<p>Oregon Department of Transportation (ODOT)</p> <p>JPACT</p>	<p>11/2/07</p> <p>11/8/07</p>	<p>Agree. Amend Chapter 3, Section 3.5 to add Tables 1.2 and 1.3 from the 2004 RTP and the following explanatory text:</p> <p><u>“The motor vehicle performance measures in Table 3.16 represent the minimum performance level desired for transportation facilities and services within the region. Originally adopted in 2000, and amended into the Oregon Highway Plan in 2002, the performance measures reflect a level of performance the region and the Oregon Transportation Commission deemed acceptable tolerable at the time of their adoption, but also recognized as an incremental step toward a more comprehensive set of measures. The 2000 RTP analysis considered overall system performance as well as financial, environmental and community impacts.”⁷</u></p> <p><u>The measures in Table 3.16 describe operational conditions that are used to evaluate the quality of service of the transportation system, using the ratio of traffic volume to planned capacity (volume/capacity ratio) of a given facility. The measures are used to identify deficient transportation facilities and services in the plan and diagnose the extent of congestion during the two-hour evening rush hour and mid-day off-peak period. This evaluation helps the region develop strategies to address congestion in a more strategic manner given limited transportation funding and potential environmental and community impacts. The system analysis described in Chapter 4 and Chapter 6 demonstrate the region cannot achieve the measures listed in this table within current funding levels or with the mix of investments included in</u></p>

⁷ See Appendix 1.8 for supporting analysis of the 2000 RTP motor vehicle performance measures.

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		<p>direction on this item. The committee “reluctantly” agreed with the staff recommendation with some refinements. Members recognized the measures are interim and that additional work is needed to develop a broader set of measures to evaluate performance and identify needs. Members also felt VMT/capita reduction be more prominently emphasized as a key objective of the plan. Members recommended that the word “acceptable” in Table 3.16 be replaced with another word that better conveys the region is not planning for failure or congestion. Congestion is not desirable, but cannot be solved in every corridor. It is important to convey the region has determined these standards represent a level of service that is “tolerable.”</p>			<p><u>the analysis.</u></p> <p><u>The RTP must demonstrate that it defines an adequate transportation system to serve planned land uses to meet state planning requirements. Additional work is needed to identify an aggregate set of performance measures to make this determination, evaluate system performance, and also consider a broader set of potential benefits and negative impacts.</u></p> <p><u>In the interim, the motor vehicle performance measures identified in Table 3.16 and Non-SOV Modal Targets in Table 3.17 will continue to serve as the basis for making this determination. A broader set of performance measures that consider safety, reliability, and land use, economic and environmental effects, and refinements to Table 3.16 and Table 3.17 will be developed during the state component of the RTP update. The updated measures will serve as the basis for meeting state and federal requirements, evaluating system performance, prioritizing investments and monitoring plan implementation.”</u></p>

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Table 3.16 (formally Table 1.2)

Regional Motor Vehicle Performance Measures
 Deficiency Thresholds and Operating Standards¹

Location	Mid-Day One-Hour Peak			A.M./P.M. Two-Hour Peak					
	Preferred Operating Standard	Tolerable Acceptable Operating Standard	Exceeds Deficiency Threshold	Preferred Operating Standard		Tolerable Acceptable Operating Standard		Exceeds Deficiency Threshold	
				1st Hour	2nd Hour	1st Hour	2nd Hour	1st Hour	2nd Hour
Central City Regional Centers Town Centers Main Streets Station Communities	C	E	F	E	E	F	E	F	F
Corridors Regionally Significant Industrial Areas Local Industrial Areas Intermodal Facilities Employment Areas Inner Neighborhoods Outer Neighborhoods	C	D	E	E	D	E	E	F	E
Banfield Freeway¹ <i>(from I-5 to I-205)</i>	C	E	F	E	E	F	E	F	F
I-5 North* <i>(from Marquam Bridge to Interstate Bridge)</i>	C	E	F	E	E	F	E	F	F
Highway 99E¹ <i>(from the Central City to Highway 224 interchange)</i>	C	E	F	E	E	F	E	F	F
Sunset Highway¹ <i>(from I-405 to Sylvan interchange)</i>	C	E	F	E	E	F	E	F	F
Stadium Freeway¹ <i>(I-5 South to I-5 North)</i>	C	E	F	E	E	F	E	F	F
Other Principal Arterial Routes	C	D	E	E	D	E	E	F	E

Areas of Special Concern

Areas with this designation are planned for mixed used development, but are also characterized by physical, environmental or other constraints that limit the range of acceptable transportation solutions for addressing a level-of-service need, but where alternative routes for regional through-traffic are provided. Figures 3.19.a-e in this chapter define areas where this designation applies. In these areas, substitute performance measures are allowed by OAR.660.012.0060 (1)(d). Provisions for determining the alternative performance measures are included in Section 7.7.7 of this plan. Adopted performance measures for these areas are detailed in Appendix 3.3.

Level-of-service is determined by using either the latest edition of the Highway Capacity Manual (Transportation Research Board) or through volume to capacity ratio equivalencies as follows: LOS C = .8 or better; LOS D = .8 to .9; LOS E = .9 to 1.0; and LOS F = 1.0 to 1.1. A copy of the level of service tables from the Highway Capacity Manual is shown in Appendix 1.8.

¹ Thresholds shown are for interim purposes only; refinement plans for these corridors are required in Chapter 7 of this plan, and will include a recommended motor vehicle performance policy for each corridor.

Source: Metro

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Alternative mode share targets established in Table 3.17 are intended to be goals for cities and counties to work toward as they implement the 2040 Growth Concept at the local level. They may also serve as performance measures in Areas of Special Concern until other measures are developed. Improvement in non-single-occupancy vehicle mode share will be used to demonstrate compliance with per capita travel reductions required by the state Transportation Planning Rule. The most urbanized areas of the region will achieve higher non-single-occupancy vehicle mode shares than less developed areas closer to the urban growth boundary. See Section 7.4.6 in Chapter 7 of this plan for more detail.

**Table 3.17 (formally Table 1.3)
2040 Regional Non-SOV Modal Targets**

2040 Design Type	Non-SOV Modal Target
<ul style="list-style-type: none"> • Central city 	60-70%
<ul style="list-style-type: none"> • Regional centers • Town centers • Main streets • Station communities • Corridors • Passenger Intermodal Facilities 	45-55%
<ul style="list-style-type: none"> • Industrial areas • Freight Intermodal facilities • Employment areas • Inner neighborhoods • Outer neighborhoods 	40-45%

In addition, per the MPAC discussion on vehicle miles traveled per capita, add a new objective under Goal 3 as follows, "Objective 3.2, Reduce vehicle miles traveled per capita."

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282.	Goals and Objectives	<p>In the October 15 draft RTP, this objective has been revised and moved to "Potential Actions 9.2.1 as follows, "Place the highest priority on those investments that achieve multiple objectives and those investments that make the greatest contribution to the regions' economic competitiveness <u>overall well-being</u>."</p> <p>JPACT November 8 discussion: JPACT members provided additional direction on this item on November 8. The committee generally agreed with the staff recommendation with refinements, noting that the desired outcome is for the overall transportation system to be balanced to support a land use and economic strategy that sustains the region. The committee felt that individual investments do not necessarily need to address all goals or objectives in order to be priorities, and that one goal should not have more weight than another goal.</p> <p>JPACT recommended that "overall wellbeing" be revised to "<u>land use and economic</u></p>	<p>Oregon Department of Transportation (ODOT)</p> <p>Regional Freight Task Force Subcommittee</p> <p>Ann Gardner, Portland Freight Committee</p>	<p>11/2/07</p> <p>11/9/07</p> <p>11/15/07</p>	<p>Amend as recommended by JPACT as follows, "Potential Actions 9.2.1, "Place the highest priority on those investments that achieve multiple objectives and those investments that make the greatest contribution to the regions' overall well-being <u>economic and land use strategies</u> as envisioned in the 2040 Growth Concept."</p> <p>This comment responds to edits that were made to more clearly distinguish between Goals 2 and Goal 9. Goal 2 is intended to sustain economic competitiveness and prosperity, while Goal 9 is aimed at the broader sustainability of the transportation system that balances all of the preceding goals in the plan.</p> <p>As proposed in the October 15 draft, Goal 9 (Sustainability) uses the term "well-being" to refer collectively to the region's quality of life, economic prosperity and other considerations from the previous goals. Use of this term recognizes that quality of life is dependent on economic competitiveness and prosperity, and economic competitiveness and prosperity is dependent on quality of life and other goals of the plan. Action 9.2.1 emphasizes prioritizing those investments that achieve multiple goals and objectives in the plan, thereby providing the greatest contribution to the region's well-being.</p> <p>The state component of the RTP update will define how the RTP should balance the various objectives and prioritize investments in the system. This work will be informed by the performance measures work (see Item #1) and funding responsibility discussions (see Item #4).</p>

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		<p>strategy.” In addition, JPACT members recognized additional work is needed to define how best to balance and prioritize investments in the system. The draft plan expands responsibilities and expectations and the plan needs to ensure this can be delivered.</p> <p>MPAC November 14 discussion: The committee agreed with the staff recommendation as refined to reflect the JPACT discussion.</p>			
283.	Investment priorities	The RTP needs to establish criteria and a process for prioritizing investments based on the Goals identified in Chapter 3 of the plan. The draft plan includes 29 investments priorities that are all weighted equally. More direction is needed	<p>Oregon Department of Transportation (ODOT)</p> <p>Regional Freight Task Force Subcommittee</p> <p>Ann Gardner, Portland Freight Committee</p> <p>Port of Portland</p> <p>TPAC workshop</p>	<p>11/2/07</p> <p>11/9/07</p> <p>11/15/07</p> <p>11/15/07</p> <p>11/19/07</p>	<p>Agree. The process for prioritization of investments will be addressed during the state component of the RTP update. Application of performance measures developed during the state component as well as policy direction provided by JPACT, MPAC and the Metro Council will inform this prioritization process. In the interim, staff recommends the draft be revised to be neutral on priorities until this work is completed. Therefore, replace “place a priority on” with “Implement” as follows, “</p> <p>1.1.1. Place a priority on <u>Implement</u> multi-modal transportation investments that address a system gap or deficiency to reinforce growth in and improve <u>multi-modal</u> access to or within the primary 2040 target areas.</p> <p>1.2.1. Place a priority on <u>Implement</u> investments that reduce the need for land dedicated to vehicle parking.</p> <p>2.1.1. Place a priority on <u>Implement</u> investments that address <u>multi-modal</u> system gaps to improve reliability and <u>multi-modal</u> access (1) from labor markets and trade areas to the primary 2040 Target Area, or (2) within 2040 Target areas.</p> <p>2.2.1. Place a priority on <u>Implement</u> investments that benefit</p>

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					<p><u>intercity public transportation or connect such transportation with other two or more passenger modes.</u></p> <p>2.3.1. Place a priority on <u>Implement</u> investments that implement the CMP by addressing a gap or deficiency, or implement TSMO strategies on an arterial within a regional mobility corridor.</p> <p>2.4.1. Place a priority on <u>Implement</u> transportation investments that maintain travel time reliability on the regional freight system and provide freight access to industrial areas and freight intermodal facilities.</p> <p>2.5.1 Place a priority on <u>Implement</u> transportation investments that support state and local government efforts to attract new <u>businesses and industries</u> to Oregon or that keeps and encourages expansion of existing <u>businesses and industries</u>.</p> <p>3.1.1. Place a priority on <u>Implement</u> investments that complete <u>address</u> a system gap <u>or deficiency</u> to improve bicycle, pedestrian or transit access, and connect two or more modes of travel.</p> <p>3.2.1. Place a priority on <u>Implement</u> investments that remove barriers that prevent access to <u>all modes of the</u> transportation system for <u>underserved populations</u>.</p> <p>3.3.1 Place a priority on <u>Implement</u> investments that benefit or connect two or more freight modes.</p> <p>4.1.1. Place a priority on <u>Implement</u> investments that use the <u>Transportation System Management and Operations (TSMO) Concept</u> to improve mobility, reliability and safety on an element of the regional mobility corridor system; consistent with the Transportation System Management and Operations (TSMO) Concept.</p> <p>4.2.1. Place a priority on <u>Implement</u> investments that <u>use the Demand Management Concept</u> to increase awareness of <u>travel options include by means of services, incentives, and supportive infrastructure to increase awareness of travel options, consistent the Demand Management Concept.</u></p>

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					<p>4.3.1. Place a priority on investments that include value pricing.</p> <p>5.1.1. Place a priority on <u>Implement</u> investments that address recurring safety-related deficiencies on an element of the regional mobility corridor system <u>and completing gaps in the regional bicycle and pedestrian systems.</u></p> <p>5.2.1. Place a priority on <u>Implement</u> investments that increase system monitoring for operations, management and security of the regional mobility corridor system.</p> <p>5.3.1. Place a priority on <u>Implement</u> investments that increase system monitoring for operations, management and security of the regional mobility corridor system.</p> <p>6.1.1. Place a priority on <u>Implement</u> investments that improve fish or wildlife habitat or remove a blockage or barrier limiting fish or wildlife passage in a habitat conservation area and/or wildlife corridor.</p> <p>6.2.1. Place a priority on <u>Implement</u> investments that reduce transportation-related vehicle emissions.</p> <p>6.3.1. Place a priority on <u>Implement</u> investments that reduce impervious surface coverage and stormwater run-off.</p> <p>6.4.1. Place a priority on <u>Implement</u> investments that increase efficiency of the transportation network (e.g., reduce idling and corresponding fuel consumption) or supports efficient trip-making decisions in the region.</p> <p>7.1.1. Place a priority on <u>Implement</u> investments that increase opportunities for physical activity <u>active forms of transportation, including walking, bicycling and transit.</u></p> <p>7.2.1. Place a priority on <u>Implement</u> investments that reduce or minimize transportation-related pollution.</p> <p>8.1.1. Place a priority on <u>Implement</u> investments that benefit environmental justice communities target areas or remove barriers to accessing the transportation system.</p> <p>8.2.1. Place a priority on <u>Implement</u> investments that remove barriers to benefit special access needs <u>provide a range of high quality transportation options for people of all ages and abilities,</u></p>

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#	Category	Comment	Source	Date	TPAC Recommendation to JPACT
					<p>8.2.2. Provide an appropriate level, quality and range of transportation options to serve special access needs of individuals in this region, including people with low-income, children, elders and people with disabilities.</p> <p>9.1.1. Place a priority on Implement investments that cost-effectively maintain and preserve the function and physical characteristics of existing transportation infrastructure and services.</p> <p>9.2.1. Place the highest priority on Implement cost-effective investments that achieve multiple objectives and those investments that make the greatest contribution to the region's overall well-being economic and land use strategies as envisioned in the 2040 Growth Concept.</p> <p>9.3.1. Place a priority on Implement investments that leverage other investment from governments or private business.</p> <p>10.3.1. Place a priority on Implement investments that increase coordination and cooperation of transportation providers.</p>
284.	New urban areas	Consider a new category of "emerging corridor" to the RTP to recognize corridors that facilitate one or more centers in an UGB expansion area. There are critical transportation projects that provide access to these areas and are necessary to support efficient land development consistent with the 2040 Growth Concept, but that are disadvantaged when compared to existing urban areas. The concept should be assessed during the state component of the RTP and could be defined as follows, "An emerging corridor could be	City of Gresham	11/15/07	<p>Agree. Amend page 7-56 to add new unresolved issue as defined in the comment, as follows:</p> <p>7.8.13 Emerging Communities <u>Emerging communities are areas that have been brought into the urban growth boundary since 1998, that have 2040 land use designations, and that lack transportation and transit infrastructure of areas with similar designations that have been within the urban growth boundary for longer periods of time. Additional work is needed to better define the needs of emerging communities and strategies needed to facilitate development in these areas, consistent with the 2040 Growth Concept.</u></p> <p>In addition, add new action under Objective 1.1. as follows, "Recognize the importance of developing emerging communities. <u>Emerging communities are areas that have been brought into the UGB since 1998, that includes lands with primary or secondary land use designations, and that lack transportation and transit infrastructure of areas with similar designations that have been</u></p>

November 30, 2007

Summary of Comments Received and Recommendations (comments received October 15 through Nov. 15, 2007)

<p style="text-align: center;">CONSENT ITEMS FOR JPACT CONSIDERATION</p>					
#	Category	Comment	Source	Date	TPAC Recommendation to JPACT
		<p><u>defined as follows: An emerging corridor facilitates access to one or more centers in an UGB expansion area but lacks basic urban facilities such as sidewalks, bicycle lanes, or capacity for transit service that will accommodate efficient urban development and implementation of an adopted Plan. An emerging corridor has land use designations in place that will permit increased densities and a range of urban land uses. An emerging corridor may extend more than one mile from the nearest center; however, some portion of the corridor must be located within one mile of a center” and new action under Objective 1.1 as follows, “potential action under Objective 1.1 of Goal 1: Revisit the 2040 Growth Concept as defined in the Regional Framework Plan and make any necessary amendments to that Plan to facilitate development of areas recently brought within the UGB.”</u></p>			<p><u>within the UGB for longer periods of time. Revisit the 2040 Growth Concept as defined in the Regional Framework Plan and make any necessary amendments to that plan to facilitate development of emerging communities.”</u></p> <p>In addition, this comment will be forwarded to the New Look planning process and the state component of the RTP update for consideration. The City of Portland Primary Transit Network (PTN) Study refined a TriMet methodology for evaluating the transit ridership potential and cost-effectiveness of transit that could be useful to the discussion.</p>

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 07-3831A, FOR THE PURPOSE OF APPROVING THE FEDERAL COMPONENT OF THE 2035 REGIONAL TRANSPORTATION PLAN (RTP) UPDATE, PENDING AIR QUALITY CONFORMITY ANALYSIS

Date: October 9, 2007

Prepared by: Kim Ellis

BACKGROUND

Metro is the regional government responsible for regional land use and transportation planning under state law and the federally designated metropolitan planning organization (MPO) for the Portland metropolitan region. As the federally designated MPO, Metro is responsible for updating the metropolitan transportation plan, also referred to as the Regional Transportation Plan (RTP), every four years in coordination with the agencies that own and operate the region's transportation system. Metro is also responsible for developing a regional transportation system plan (TSP), consistent with Oregon Transportation Planning Rule (TPR) requirements.

Metro's jurisdictional boundary encompasses the urban portions of Multnomah, Washington and Clackamas counties. Metro's planning partners include the 25 cities, three counties and affected special districts of the region, ODOT, Oregon Department of Environmental Quality (DEQ), Port of Portland, South Metro Area Rapid Transit (SMART), TriMet and other interested community, business and advocacy groups as well as state and federal regulatory agencies such as the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). Metro also coordinates with the City of Vancouver, Clark County Washington, the Port of Vancouver, the Southwest Washington Regional Transportation Council (RTC), C-Tran, the Washington Department of Transportation, the Southwest Washington Air Pollution Control Authority and other Clark County governments on bi-state issues. The Southwest Washington Regional Transportation Council is the federally designated MPO for the Clark County portion of the Portland-Vancouver metropolitan region.

2035 REGIONAL TRANSPORTATION PLAN UPDATE

The 2035 RTP update represents the first significant update to the plan since 2000. The region is experiencing unprecedented growth and increasing competition for limited funds. The current RTP includes projects that would cost more than twice the anticipated funding. This update involved a new approach to address these issues and federal requirements. The Metro Council initiated the 2035 RTP Update on September 22, 2005 with approval of Resolution #05-3610A (for the Purpose of Issuing a Request for Proposals to Develop a Work Scope for an Expanded 2005-08 Regional Transportation Plan Update that Incorporates the "Budgeting for Outcomes" Approach to Establishing Regional Transportation Priorities).

The new approach (1) included a strong education component to increase community and stakeholder awareness of the issues, (2) used an outcomes-based approach to assess 2040 implementation and to evaluate and prioritize the most critical transportation investments, (3) emphasized collaboration with regional partners and key stakeholders to resolve the complex issues inherent in realizing the region's 2040 Growth Concept, and (4) integrated land use, economic, environmental and transportation objectives that are part of the 2040 Growth Concept. The process considered information learned from the 2005 *Cost of Congestion Study*, 2006 New Look public opinion research and the *Regional Freight and Goods Movement Plan*.

In January 2007, the 2035 RTP update timeline and process was expanded by the Metro Council, at the recommendation of JPACT, to allow for completion of the federal component of the 2035 RTP before the current plan expires on March 5, 2008 and provide for additional technical analysis and policy development to address state and regional planning requirements by Fall 2008.

The federal component of the update is anticipated to be complete by December 2007 to allow adequate time to complete air quality conformity analysis and federal consultation before the current plan expires on March 8, 2008.

SUMMARY OF DECISION-MAKING FRAMEWORK

Metro's transportation planning activities are guided by a federally mandated decision-making framework, called the metropolitan transportation planning process. Metro leads this process in consultation and coordination with federal, state, regional and local governments, and engagement of other stakeholders with an interest in or who are affected by this planning effort. Metro facilitates this consultation and coordination through four advisory committee bodies—the Joint Policy Advisory Committee on Transportation (JPACT), the Metro Policy Advisory Committee (MPAC), the Transportation Policy Alternatives Committee (TPAC) and the Metro Technical Advisory Committee (MTAC).

The 2035 RTP update process relied on this existing decision-making structure for development, review and adoption of the plan. MPAC, JPACT and the Metro Council made recommendations at key decision points based on input from TPAC, MTAC, the Council-appointed Regional Freight Plan Task Force and the public participation process.

APPROACH AND TIMELINE DEVELOPMENT OF FEDERAL COMPONENT OF 2035 RTP

The process addressed new federal planning requirements, including SAFETEA-LU legislation. The new federal transportation law—SAFETEA-LU—made changes to requirements for transportation planning, including amending the formal update cycle to four years and making specific changes to requirements affecting planning for special needs, security, safety, system management and operations and environmental mitigation. The changes are addressed in this update to the plan.

Consistent with SAFETEA-LU, the federal component of the update focused on:

1. updating regional policies that guide planning and investments in the regional transportation system to respond to key trends and issues facing the region and meet federal planning requirements;
2. incorporating projects and programs that have been adopted in local and regional plans, and corridor studies through a public process since the last RTP update in 2004;
3. updating the transportation revenue forecast and regional investment priorities to match current funding sources and historic funding trends that are “reasonably anticipated to be available;”
4. identifying additional issues to be addressed during the state component of the RTP update in 2008.

The following section describes the RTP timeline and process for developing the federal component of the 2035 RTP.

June 2006-January 2007 – Research and Policy Development – Metro staff conducted background research on trends and issues affecting travel in the region, convened five stakeholder workshops on desired outcomes and needs for the region's transportation system and conducted scientific public opinion research on transportation needs and priorities. This information is available to download on Metro's website at www.metro-region.org/rtp.

January-March 2007 - Provisional Policy Framework Development – The background research in the previous phase guided development of a provisional draft policy framework that established goals and objectives for the regional transportation system. At the recommendation of the Metro Policy Advisory Committee (MPAC) and the Joint Policy Advisory Committee on Transportation (JPACT), the provisional draft policy framework (Chapter 1) was accepted by the Metro Council to guide identification of transportation needs and investment priorities.

April 2007 – Identification of Regional Mobility Corridor Priorities – In March and April 2007, the Regional Freight and Goods Movement Task Force, MPAC and JPACT participated in separate workshops to identify mobility issues and priorities for investments in the RTP. In April, Metro, TriMet and the Oregon Department of Transportation (ODOT) convened a technical workshop to build on the direction provided in the previous policy-level discussions. Nearly 60 participants attended this workshop, including Transportation Policy Alternatives Committee (TPAC) and Metro Technical Advisory Committee (MTAC) members and other local government staff.

Summer 2007 - RTP Project Solicitation and System Analysis - In June 2007, agencies submitted projects and programs that came from local and regional plans or studies that had been previously adopted through a public process. The investments submitted responded to the provisional policy framework. ODOT and TriMet collaborated with Metro and local agencies to identify investments that respond to mobility corridor priorities identified by the Freight Task Force, JPACT and MPAC in April. In addition, local agency TPAC representatives for each of the three counties worked with the cities within their respective county to identify other community-building investments to complement the regional mobility corridor investments. The result of this effort was the development of the 2035 RTP Investment Pool. Proposed investments were submitted in one of two complementary investment strategy tracks:

- **Track 1: State and Regional Mobility Corridor Investment Strategy** focuses on regional mobility corridor investments that leverage the 2040 Growth Concept and improve interstate, intrastate and cross-regional people and goods movement.
- **Track 2: Community-Building Investment Strategy** focuses on community-building investments that leverage 2040 Growth Concept through street and transit system improvements that provide for community access and mobility.

Metro conducted a technical analysis of the performance of the system projects and programs submitted. The results of the analysis are included in the federal component of the 2035 RTP.

August – October 2007 – Development of RTP Financially Constrained System and Draft 2035 -

Metro staff worked with local governments, ODOT, SMART and TriMet to narrow the 2035 RTP Investment Pool to match expected revenue that can “reasonably be expected to be available” during the plan period. This set of investments is also called the financially constrained system. In addition, staff further refined the policy framework to respond to key findings of the technical analysis, policy discussions at the Freight Regional and Goods Movement Task Force, MPAC, JPACT and the Metro Council and informal comments provided by local governments and interested stakeholders over the summer.

SUMMARY OF STAKEHOLDER ENGAGEMENT AND PUBLIC PARTICIPATION PLAN FOR THE FEDERAL COMPONENT OF THE 2035 RTP UPDATE

The public participation plan was designed to meet regional and federal requirements for public participation and respond to the key issues raised during the scoping phase in 2006. This section describes the *stakeholder engagement and outreach* components that will inform development of an updated 2035 RTP plan, and support the decision-making role of the Metro Council, JPACT and MPAC and the participatory role of public agencies, targeted stakeholder groups and the general public.

Metro's targeted stakeholders and planning partners include the 25 cities, three counties and affected special districts of the region, Oregon Department of Transportation (ODOT), Oregon Department of Environmental Quality, Port of Portland, SMART, TriMet and other interested community, business and advocacy groups as well as state and federal regulatory officials and resource agencies. Metro also coordinates with the City of Vancouver, Clark County Washington, the Port of Vancouver, the Southwest Washington Regional Transportation Council (RTC), C-Tran, the Washington Department of Transportation, the Southwest Washington Air Pollution Control Authority and other Clark County governments on bi-state issues. In addition, the Bi-State Coordination Committee advises the Metro Council and JPACT on issues of significance to both Oregon and Washington. The Regional Travel Options Subcommittee to TPAC and the Regional Trails Working Group were also coordinated with throughout the update process.

This broad spectrum of stakeholders was the primary focus of the public participation plan. Methods for engaging public agencies and targeted public and private sector stakeholder groups included regional public forums; mayors'/chair's forums; stakeholder, task force, and advisory committee workshops; and meetings with County Coordinating committees. County Coordinating Committees are a forum for staff and elected officials from the counties to coordinate work with their counterparts from the cities within their boundaries in a public setting.

Community and stakeholder engagement

In Fall 2006, Metro held nine stakeholder workshops to help update the 2035 RTP policy framework. The workshops engaged 127 individuals and 50 different community organizations and government entities. Four of the workshops were held with Metro's existing advisory committees. The other five workshops were held with business and community groups that represented specific public interests, public responsibilities, or groups historically underrepresented in the Portland metropolitan region's transportation planning and decision-making processes.¹

In Fall 2006, Metro staff also conducted workshops on regional trends, current research, system barriers and policy gaps with the Regional Trails working group, local bicycle and pedestrian planners, advisory groups, and community-based advocates.

Public input was sought throughout that fall via informal paper-and web-based surveys of public priorities and transportation needs. In January 2007, Moore Information conducted a scientific public opinion survey to complement and supplement information from prior public input and engagement activities.²

A Metro Council-appointed task force on Regional Freight and Goods Movement, composed of multi-modal public-and private-sector freight interests, developed a *Regional Freight and Goods Movement Plan* for the RTP update. A Regional Freight Technical Advisory Committee (TAC), composed of staff from local, regional, and state agencies operating within Metro's jurisdictional boundaries, reviewed technical work products and provided recommendations to the task force.

Finally, SAFETEA-LU provisions for additional consultation with state and federal resource agencies, and tribal groups that were not already part of Metro's existing committee structure were met through a consultation meeting held on October 16, 2007 with the Collaborative Environmental Transportation Agreement for Streamlining (CETAS) work group, consisting of the Oregon Department of Transportation and ten state and federal transportation, natural resource, cultural resource and land-use planning agencies.

¹ *2035 Regional Transportation Plan Update Stakeholder Engagement Report* from the Metropolitan Group available through the 2035 RTP Update Publications page: www.metro-region.org/index.cfm/go/by.web/id=25036

²

Public information presentation and distribution

Information on RTP developments was provided throughout the update process in media briefings of reporters and editorial boards, press releases, media packets, civic journalism, electronic newsletters, and fact sheets available through the Metro website and distributed at meetings and events.

Metro staff and Councilors made presentations to community groups, business organizations, local governments, the TriMet Board, the Oregon Transportation Commission, the Land Conservation and Development Commission, the Bi-State Coordination Committee and other interested advisory committees in the region.

The RTP project website also posted information about the update process, with a timeline indicating key decision points and public comment opportunities. A transportation information telephone line presented information about key decision points and directed callers to sources of more information.

Summary reports documenting the results and findings of major tasks were also developed and made available on Metro's website and through presentations at Metro's advisory committees.

Public comment period notification and comment opportunities

On October 15, 2007, the review draft of the 2035 RTP was posted on Metro's website for viewing or downloading. Printed copies were sent to all regional jurisdictions and agencies, Metro advisory committee members, and to the general public on request. This marked the start of a formal 30-day public comment period, scheduled to end on November 15, 2007.

Forty-five days prior to the October 15 opening of the public comment period, electronic notices were posted on the Metro website and distributed to all neighborhood associations, citizen participation organizations (CPOs) and interested parties who had asked to be included in Metro's RTP notification list. The notices included information on how to access the review draft online, where to call to request a hard copy, how to submit comments—by email, through an online web comment form, by US post, or in person at any of four open houses and public hearings. This information was also distributed via Metro's information telephone line, in articles included in a transportation planning e-newsletter and in each Metro Councilor's monthly newsletter.

Four public open houses and public hearings were held during the comment period: October 25 in Oregon City, Clackamas county; November 1 in Portland, Multnomah County; November 8 in Hillsboro, Washington County; and November 15 in Portland, Multnomah county. The open houses and hearings were held in conjunction with regular Metro Council meetings. Two of the open houses and hearings were scheduled to start in the early afternoon, and two in the early evening.

Thirty days before the first open house, a news advisory was sent to all major and community newspapers in the region. The advisory included information about the open houses, public hearings and comment period. The week before each open house, a newspaper advertisement was placed in the major, ethnic and community newspapers that serve the part of the region in which the open house was being held. Attachment 1 to this staff report includes a public comment report documenting all comments received during the comment period.

Finally, the RTP and its attendant Air Quality Conformity Analysis will be made available for a formal 30-day public review period before final adoption in February 2008.

OUTSTANDING ISSUES TO BE ADDRESSED DURING STATE COMPONENT OF THE 2035 RTP UPDATE

The system the region can afford with "expected revenue" is not expected to be sufficient to achieve the region's vision for the future. The state component of the RTP update will, as a result, focus on identifying those investments that the region truly needs to achieve the 2040 Growth Concept and RTP goals, and developing a funding strategy that supports implementation of those investments over time.

After the federal component of the 2035 RTP is submitted to federal agencies for review, the focus will shift to the state component of the RTP update. The state component of the 2035 RTP will continue in 2008 to address outstanding issues identified during the federal component of the 2035 RTP, including amendments to both the Oregon TPR and Oregon Transportation Plan, and development of a transportation finance strategy to fund needed investments that exceed revenues anticipated to be available during the plan period.

Staff recommends these areas to be the focus of policy discussion and additional technical analysis during the state component of the RTP update in 2008:

1. Performance measures and evaluation framework

Background: The first round of technical analysis (which included the RTP investment pool of projects) demonstrated that system-level measures are no longer sufficient to determine whether investments lead to a safe, efficient and reliable transportation system or meet other RTP goals for land use, the economy and the environment.

What does an outcomes-based evaluation and monitoring framework look like? What measures and benchmarks are most important?

2. Congestion management and regional mobility corridors

Background: How to address increasing demand on our multimodal transportation system is a critical issue for the region, particularly the *Regional Mobility Corridors* – transportation corridors centered on the region's network of interstate and state highways that include parallel networks of arterial roadways, high capacity and regional transit routes and multi-purpose paths. The network of corridors is intended to move people and freight between different parts of the region and connect the region with the rest of the state and beyond. Despite significant investments assumed in the region's transit and roadway systems, the region appears to lose ground on congestion and system reliability. When the pool of investments is narrowed to match available revenue to develop the Financially Constrained RTP, additional congestion and reductions in system reliability are expected.

How should the region measure success for these corridors and what is the mix of strategies and investments that will help us get there?

3. Oregon Transportation Planning Rule (TPR) implications for land use

Background: Recent amendments to the TPR may affect the region's ability to manage growth consistent with the 2040 Growth Concept.

What are the implications of recent TPR amendments on the ability of the RTP and local TSPs to comply with OAR 660-012-0060, which requires land use and transportation plans to be balanced?

4. Transportation finance

Background: The region's funding gap is so significant, the region must use every tool at our disposal to address current and future transportation needs in support of the Region 2040 Growth Concept. The region needs a strategy that effectively links land use and transportation investment decisions. Community building investments are tied primarily to locally generated growth-related

revenues. In addition, new growth areas need seed money before system development charges can begin to be collected. Both short-term and long-term strategies are needed to raise new revenues to fund needed investments.

How do we know what level of investment we need to achieve Region 2040? Who should have primary responsibility for addressing needs on ODOT's state and district highways? Who should have primary responsibility for addressing operations, maintenance and other needs of regional bridges? What funding sources should be used to address all of the different regional mobility and community building needs?

Additional opportunities for public comment on the state component will be provided in Fall 2008.

ANALYSIS/INFORMATION

1. **Known Opposition:** None known.
2. **Legal Antecedents:** There are a wide variety of past Federal, State and regional legal actions that apply to this action.

Federal regulations include:

- Clean Air Act, as amended [42 U.S. C. 7401, especially section 176(c)];
- Federal statutes concerning air quality conformity [23 U.S.C. 109(j)];
- US EPA transportation conformity rules (40 CFR, parts 51 and 93); and
- USDOT rules that require Metro to update RTPs on a three-year cycle [23 CFR 450.322(a)].

State regulations include:

- Oregon Administrative Rules for Transportation Conformity, (OAR Chapter 340, Division 252); and
- Portland Area Carbon Monoxide Maintenance Plan and Portland Area Ozone Maintenance Plan.

Metro legislation includes:

- Resolution 05-3610A (For the Purpose of Issuing a Request for Proposals to Develop a Work Scope for an Expanded 2005-08 Regional Transportation Plan Update that Incorporates the "Budgeting for Outcomes" Approach to Establishing Regional Transportation Priorities)
- Resolution No. 06-3661 (For the Purpose of Approving A Work Program For the 2035 Regional Transportation Plan (RTP) Update and Authorizing the Chief Operating Officer to Amend Contract No. 926975);
- Resolution No. 07-3793 (For the Purpose of Accepting the Chapter 1 Regional Transportation Policy Framework as the Provisional Draft For the Purpose Of Completing Phase 3 of the 2035 Regional Transportation Plan (RTP) Update).

3. **Anticipated Effects:** The proposed federal component of the 2035 Regional Transportation Plan meets federal requirements for metropolitan transportation planning. With approval, staff will:
 - consolidate all three exhibits into a single document for submittal to FHWA and FTA for review,
 - proceed with the federally-required air quality conformity analysis and development of federal findings of compliance; and
 - initiate the state component of the RTP update, which will result in amendments to Exhibit "A", as amended by Exhibits "B" and "C", to meet state planning requirements.
4. **Budget Impacts:** There is no financial impact to approval of this resolution.

RECOMMENDED ACTION

Approve Resolution No. 07-3831A.



Public Comment Report

*Summary of comments received between
October 15, 2007 – November 15, 2007*

2035 Regional Transportation Plan Federal Component

November 16, 2007



METRO

PEOPLE PLACES
OPEN SPACES

Metro **People places • open spaces**

Clean air and clean water do not stop at city limits or county lines. Neither does the need for jobs, a thriving economy and good transportation choices for people and businesses in our region. Voters have asked Metro to help with the challenges that cross those lines and affect the 25 cities and three counties in the Portland metropolitan area.

A regional approach simply makes sense when it comes to protecting open space, caring for parks, planning for the best use of land, managing garbage disposal and increasing recycling. Metro oversees world-class facilities such as the Oregon Zoo, which contributes to conservation and education, and the Oregon Convention Center, which benefits the region's economy.

Your Metro representatives

Metro Council President – David Bragdon

Metro Councilors – Rod Park, District 1; Carlotta Collette, District 2; Carl Hosticka, District 3; Kathryn Harrington, District 4; Rex Burkholder, District 5; Robert Liberty, District 6.

Auditor – Suzanne Flynn

Metro's web site: www.metro-region.org

Project web site: www.metro-region.org/rtp

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NONDISCRIMINATION NOTICE TO THE PUBLIC

Metro hereby gives public notice that it is the policy of the Metro Council to assure full compliance with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, Executive Order 12898 on Environmental Justice and related statutes and regulations in all programs and activities. Title VI requires that no person in the United States of America shall, on the grounds of race, color, sex, or national origin, be excluded from the participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity for which Metro receives federal financial assistance. Any person who believes they have been aggrieved by an unlawful discriminatory practice under Title VI has a right to file a formal complaint with Metro. Any such complaint must be in writing and filed with the Metro's Title VI Coordinator within one hundred eighty (180) days following the date of the alleged discriminatory occurrence. For more information, or to obtain a Title VI Discrimination Complaint Form, see the web site at www.metro-region.org or call (503) 797-1536.*

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Agenda Item Number 4.2

Resolution No. 07-3883, Authorizing the
Reimbursement of Expenditures with Reimbursement
Obligation Proceeds for the Oregon Convention Center
Headquarters Hotel Project.

Metro Council Meeting
Thursday, December 13, 2007
Metro Council Chamber

BEFORE THE METRO COUNCIL

AUTHORIZING THE REIMBURSEMENT OF)	RESOLUTION NO. 07-3883
EXPENDITURES WITH REIMBURSEMENT)	
OBLIGATION PROCEEDS FOR THE OREGON)	Introduced by Michael Jordan, Chief
CONVENTION CENTER HEADQUARTERS)	Operating Officer with the Concurrence of
HOTEL PROJECT)	Council President David Bragdon

WHEREAS, on November 8, 2007, the Metro Council via Resolution No. 07-3882A (“Authorizing Execution of Development Agreement With Project Developer; and Authorizing Negotiations For Intergovernmental Agreements and Additional Project Funding; and Authorizing Use of the Metro Tourism Opportunity and Competitiveness Account (MTOCA) Funds”) authorized the Metro Chief Operating Officer to execute a Development Agreement (“Agreement”) with the Development Team of Garfield Traub Ashforth LLC, for the development of the Oregon Convention Center Headquarters Hotel Project (“Project”) subject to the terms and conditions of the Agreement; and

WHEREAS, Metro has made and expects to make expenditures from its available funds to finance the acquisition of land and the development, design, construction, equipping and furnishing of the Project; and

WHEREAS, United States Treasury Regulation 1.150-2 requires issuers of tax-exempt borrowings to declare their intention if the issuers intend to use bond proceeds to reimburse expenditures that are initially funded from other sources; and

WHEREAS, Metro reasonably expects to issue bonds or other obligations (the “Reimbursement Obligations”) and to use the proceeds of the Reimbursement Obligations to reimburse Metro for the expenditures it makes from its available funds for the Public Improvements; and

BE IT RESOLVED by the Metro Council as follows:

Section 1. Metro reasonably expects to reimburse itself for expenditures it makes for the Project with the proceeds of the Reimbursement Obligations.

Section 2. Metro expects that the principal amount of the Reimbursement Obligations will not exceed TWO HUNDRED FIFTY-FIVE MILLION DOLLARS (\$255,000,000).

Section 3. The Metro Council hereby delegates to the Metro Chief Financial Officer the authority to make future reimbursement declarations on behalf of Metro pursuant to Treasury Regulation 1.150-2 or any replacement law. All such future declarations shall be in writing and the original or a certified copy of each declaration shall be maintained in the public records of Metro.

Section 4. This resolution shall take effect on the date of its passage by the Metro Council.

ADOPTED by the Metro Council this ____ day of _____ 2007.

David Bragdon, Council President

Approved as to Form:

Daniel B. Cooper, Metro Attorney

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 07- 3883, RESOLUTION OF THE METRO COUNCIL, AUTHORIZING THE REIMBURSEMENT OF EXPENDITURES WITH REIMBURSEMENT OBLIGATION PROCEEDS FROM THE OREGON CONVENTION CENTER HEADQUARTERS HOTEL PROJECT.

Date: November 29, 2007

Prepared by: Tony Andersen

BACKGROUND

Metro owns and operates the Oregon Convention Center (OCC) as a public asset. The mission of the OCC is to “maximize economic benefits for the metropolitan region and the State of Oregon while protecting the public investment in the facility.”

On November 8, 2007 the Metro Council voted unanimously to pass Resolution No. 07-3882-A, which authorizes the execution of a Development Agreement with the project developer, authorized negotiations for intergovernmental agreements and project funding, and authorized use of Metro Tourism Opportunity and Competitiveness Account (MTOCA) funds, for the Oregon Convention Center Headquarters Hotel Project (“Project”). The Development Agreement contemplates that if the various conditions precedents set forth in the agreement are satisfied, including obtaining partnership agreements with other public entities and Project beneficiaries and Metro Council approval of the Project budget and guaranteed maximum price, that bonds will be issued to finance all or most of the Project. The ultimate bond issuance amount is unknown at this time because the Project developers have not yet presented a Project budget; however, based on Project projections made several years ago it is anticipated that the bonded amount will not exceed \$255 million.

KNOWN OPPOSITION

There is no known opposition to this reimbursement resolution. There has been some opposition to the Project in that some hoteliers have expressed concern that the hotel will negatively impact their businesses, and some individuals have expressed opposition to the public sector undertaking a development of this size and scope, and some individuals have expressed an opinion that the project is too risky.

LEGAL ANTECEDENTS

On February 8, 2007 the Metro Council passed two resolutions regarding the Oregon Convention Center Headquarters Hotel Project: Resolution No. 07-3772(“A resolution Designating the Oregon Convention Center Headquarters Hotel as a Council Project and

Assigning a Lead Councilor and Council Liaison”); and Resolution No. 07-3748A (“Adopting Findings Granting an Exemption to the Metro and MERC Contracting Rules, Authorizing Exclusive Negotiations with the Selected Project Team; and Authorizing Use of Alternative Contracting Methods for Design, Construction, Management, and Operations and Financing of the OCC Headquarters Hotel”).

Additionally, on November 8, 2007, the Metro Council via Resolution No. 07-3882A (“Authorizing Execution of Development Agreement With Project Developer; and Authorizing Negotiations For Intergovernmental Agreements and Additional Project Funding; and Authorizing Use of the Metro Tourism Opportunity and Competitiveness Account (MTOCA) Funds”) authorized the Metro Chief Operating Officer to execute a Development Agreement (“Agreement”) with the Development Team of Garfield Traub Ashforth LLC, for the development of the Oregon Convention Center Headquarters Hotel Project (“Project”) subject to the terms and conditions of the Agreement. Under the laws of the State of Oregon (ORS Chapter 288) and the Metro Charter (Sections 10 and 12), Metro is authorized to issue bonds and other obligations for the purpose of providing long-term financing for such Projects.

ANTICIPATED EFFECTS

If the Project’s construction is ultimately approved by the Metro Council in accordance with the conditions precedent set forth in the Development Agreement and if bonds are issued for the Project’s financing, this Resolution would allow specific pre-bonding Project costs and expenses to be reimbursed from bond proceeds once Project bonds are issued, in accordance with the rules and regulations provided by the Internal Revenue Service code and regulations.

BUDGET IMPACTS

Projected expenditures for FY 2007-08 for pre-bond issuance reimbursable expenses includes expenses related to pre-construction development, architectural, contractor, and other fees set forth in the Development Agreement, as well as public information dissemination, ads and legal notices, legal fees (bond counsel), real estate options, financial advising (advisors), consultant work, and associated staffing efforts. The FY 2008-09 adopted budget includes \$500,000 in appropriations for Project related work, in addition to the \$669,720 MTOCA funding authorized on November 8, 2007. Passage of this resolution would permit reimbursement from bond proceeds of eligible expenses incurred up to 180 days prior to the effective date of the resolution if conditions allow bonds to be issued.

RECOMMENDED ACTION

Chief Operating Officer Michael J. Jordan and staff recommend passage of Resolution No. 07-3883.

Resolution No. 07-3887, For the Purpose of Identifying
Alternatives to Advance into a Draft Environmental Impact Statement
for the Portland to Lake Oswego Corridor Transit Project.

Metro Council Meeting
Thursday, December 13, 2007
Metro Council Chamber

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF IDENTIFYING)	RESOLUTION NO. 07-3887
ALTERNATIVES TO ADVANCE INTO A)	
DRAFT ENVIRONMENTAL IMPACT)	
STATEMENT FOR THE PORTLAND TO LAKE)	
OSWEGO CORRIDOR TRANSIT PROJECT)	Introduced by Councilor Rex Burkholder
)	

WHEREAS, in 1988 a consortium of seven government agencies purchased the Willamette Shore Line right-of-way for the purpose of preserving the right of way for future rail transit in the geographically constrained Portland to Lake Oswego Highway 43 corridor; and

WHEREAS, the Willamette Shore Line right-of-way has appreciated significantly in value since its purchase and can be used as local match for federal transit funds, and

WHEREAS, the Regional Transportation Plan, adopted by the Metro Council in 2004 called for a corridor refinement plan for evaluation of high capacity transit options for the Lake Oswego to Portland Highway 43 corridor;

WHEREAS, in 2005, Metro initiated an alternatives analysis consistent with FTA requirements to assess the feasibility of transit and trail alternatives between Lake Oswego and Portland; and

WHEREAS, a wide range of alternatives was evaluated in the alternatives analysis that included No-Build, Bus Rapid Transit with multiple alignments, Streetcar with multiple alignments, River Transit, and accompanying trail alignments; and

WHEREAS, the alternatives analysis confirmed that highway widening in the Highway 43 corridor is infeasible and costly, and that reversible lanes are not warranted, and

WHEREAS, ridership and cost information was developed in the alternatives analysis that evaluated an extension of the proposed Milwaukie light rail line to the Albertsons terminus on an alignment parallel to the Portland and Western Railroad; and

WHEREAS, an extensive public involvement process was undertaken from July 2005 to the present that included testimony before and after every meeting of the Lake Oswego to Portland Project Advisory Committee (LOPAC), community design workshops, open houses, small group meetings, neighborhood group meetings, individual property owner meetings, a bus rider survey, newsletters, and targeted mailings, resulting in over 1,200 direct citizen contacts; and

WHEREAS, on July 16, 2007, a public hearing was held by the Steering Committee and public comments were received on the *Lake Oswego to Portland Transit and Trail Alternatives Analysis Evaluation Summary Public Review Draft*; and

WHEREAS, on July 31, 2007, the Lake Oswego to Portland Project Advisory Committee (LOPAC) adopted their recommendation to the Steering Committee regarding transit and trail alternatives to advance for further study in a Draft Environmental Impact Statement; and

WHEREAS, on August 29, 2007 the Lake Oswego to Portland Project Management Group (PMG) adopted their recommendation to the Steering Committee regarding transit and trail alternatives to advance for further study in a Draft Environmental Impact Statement; and

WHEREAS, on September 10, 2007 the Steering Committee, after consideration of LOPAC and PMG recommendations, public input, the *Lake Oswego to Portland Transit and Trail Alternatives Analysis Draft Public Comment Summary* report, and the *Lake Oswego to Portland Transit and Trail Alternatives Analysis Evaluation Summary Public Review Draft* report; adopted the *Steering Committee Recommendations on Alternatives to be Advanced into a Draft Environmental Impact Statement and Work Program Considerations*, attached as Exhibit A; and

WHEREAS, the transit alternatives adopted by the Steering Committee on September 10 2007 included No-Build, Enhanced Bus and Streetcar, including streetcar alignment alternatives on SW Macadam Avenue, the Willamette Shore Line right-of-way, or combinations of the two that may include all or parts of the Johns Landing Masterplan alignment through Johns Landing, a temporary minimum operable segment terminus in the vicinity of Nevada Street in Johns Landing, the Willamette Shore Line right-of-way from the vicinity of Nevada Street to the existing trolley barn and south to the Albertsons terminus option or west via A and B Avenues to the Safeway terminus option in Lake Oswego; and

WHEREAS, the Lake Oswego to Portland Corridor Project would be the region's next priority for FTA funding, following the Portland Streetcar Loop Project and Milwaukie to Portland Light Rail Project; and

WHEREAS, the bicycle and pedestrian trail element of the alternatives analysis received a high level of public support, and the Steering Committee Recommendation from September 10, 2007 included a recommendation to advance and refine the pedestrian and bicycle trail options in the corridor, including additional design work, cost reduction strategies, potential trail phasing strategies, resolution of legal issues and identification of construction funding sources; and

WHEREAS, on November 19, 2007, the Steering Committee amended their September 10, 2007 recommendation to add a permanent Johns Landing terminus to the alternatives to be advanced, and to initiate a Refinement Study in the Johns Landing area prior to the start of the Draft Environmental Impact Statement, attached as Exhibit A, based on public comment and recommendations from the LOPAC Chair and Vice-chairs, and

WHEREAS, the Lake Oswego City Council, Portland City Council, TriMet Board of Directors, Multnomah County Board of Commissioners and Clackamas County Board of Commissioners submitted letters of support and/or resolutions endorsing the Steering Committee recommendations, attached as Exhibit B, and

WHEREAS, the Metro Council has considered previous public comments, public testimony at this hearing, and public agency endorsements of the Steering Committee Recommendation as amended November 19, 2007; now therefore

BE IT RESOLVED, that the Metro Council adopts the *Lake Oswego to Portland Transit and Trail Alternatives Analysis Steering Committee Recommendation and Work Program Considerations*, as adopted September 10, 2007 and amended November 19, 2007, attached as Exhibit A.

ADOPTED by the Metro Council this ____ day of December 2007.

David Bragdon, Council President

Approved as to Form:

Daniel B. Cooper, Metro Attorney

Lake Oswego to Portland Transit and Trail Alternatives Analysis

Steering Committee Recommendation

Alternatives to be Advanced into a
Draft Environmental Impact Statement

Work Program Considerations

Adopted September 10, 2007

Amended November 19, 2007



METRO

Steering Committee Recommendation

*Alternatives to Advance into a Draft Environmental Impact Statement
Adopted September 10, 2007*

I. OVERVIEW

This document presents the recommendations of the Steering Committee to the Metro Council for alternatives to be advanced into a *Draft Environmental Impact Statement* for the Lake Oswego to Portland corridor. The transit alternatives and their accompanying trail components have been fully evaluated against the project's purpose and need and goals and objectives, and this evaluation is documented in the *Lake Oswego to Portland Transit and Trail Alternatives Analysis Evaluation Summary Public Review Draft* dated July 12, 2007. The Steering Committee recommendations also consider recommendations from the Lake Oswego to Portland Project Advisory Committee (LOPAC) dated July 31, 2007, the findings of the Project Management Group dated September 3, 2007, public input received during the two public open houses held on June 27 and 28, 2007 and the public hearing held on July 16, 2007 as well as all other comments received as described in the *Public Comment Summary* dated September 10, 2007.

This recommendation discusses transit mode, terminus of the transit project and specific alignments. In addition, a strategy is presented for further development of a trail connection in the corridor. The **mode** section presents findings and recommendations regarding the No-Build, Bus Rapid Transit (BRT) and Streetcar alternatives. The **terminus** section presents findings and recommendations about the three terminus options including the Trolley, Safeway and Albertsons termini sites. The **alignment** section describes findings and recommendations for the three potential streetcar alignments within the John's Landing area; the Willamette Shore Line right of way, SW Macadam Avenue and the John's Landing Master Plan alignment.

II. FINDINGS AND RECOMMENDATIONS

Context

The Lake Oswego to Portland corridor is environmentally, topographically and physically constrained. Future roadway expansion is not anticipated and previous planning studies have concluded that a high capacity transit improvement is needed to provide additional capacity. In 1988, a consortium of seven government agencies purchased the Willamette Shore Line right of way connecting Lake Oswego to Portland for the purpose of preserving the rail right of way for future rail transit service. The 2004 Regional Transportation Plan (RTP) identified the need for a corridor refinement plan for a high capacity transit option for this corridor, which was the genesis of this alternatives analysis.

Existing and future traffic conditions in this corridor are projected to worsen as population and employment projections for Portland, Lake Oswego and areas south of Lake Oswego in Clackamas County continue to grow. The corridor already experiences long traffic queues, poor levels of service and significant capacity constraints at key locations. Travel times in the corridor are unreliable due to congestion on Highway 43.

Project Sequencing

A transit project in the Lake Oswego to Portland Corridor is one of several regional projects that would seek funding through FTA's New Starts and Small Starts funding programs. The financial analysis prepared during this alternatives analysis evaluated the sequencing of funding for this project based on current regional commitments. The Milwaukie to Portland Light Rail Project is the region's top priority for FTA New Starts funding following projects currently funded and under construction. The Columbia Crossing Project would also include a New Starts transit component and is proceeding concurrently with the Milwaukie to Portland LRT Project. The Portland Streetcar Loop project is the region's priority project for FTA Small Starts funding.

The Lake Oswego to Portland Corridor Project would be the region's next priority for FTA funding, with construction funding capacity becoming available starting in 2012 and continuing through 2017. In order to fit into the regional sequence of projects, the Steering Committee recognizes that the Portland to Lake Oswego Corridor Draft Environmental Impact Statement would need to be initiated in Fall 2008 as the Milwaukie to Portland Light Rail Project Final Environmental Impact Statement nears completion. In the Work Program Considerations section of these Steering Committee findings and recommendations, a number of steps are outlined which would need to be taken prior to the initiation of the DEIS, including preparation of a more detailed schedule that identifies key New Starts milestones and deliverables for the project.

Willamette Shoreline Right of Way

The Willamette shoreline rail right of way was purchased from the Southern Pacific Railroad in 1988 for \$2 million dollars by a consortium of local governments including Metro, the cities of Lake Oswego and Portland, Clackamas and Multnomah counties, the Oregon Department of Transportation (ODOT) and TriMet. Knowing that the Highway 43 corridor is very constrained; the purchase was made with the intent of preserving the corridor for future transit use.

The value of the right-of way has increased dramatically over 20 years. TriMet estimates currently value the right-of-way at \$75 million in 2007 dollars. This value is critical to a transit project that would use the right-of-way because the value of the right of way can be counted as local match for federal funds. A request for New Starts project funding from the Federal Transit Administration would typically be for 60 percent of a project's capital cost leaving 40 percent to be supplied locally. If \$75 million in right of way value were applied as part of local match, the remaining share of local funds required would be significantly reduced.

For the reasons stated above, whether an alternative uses the Willamette Shore Line right-of-way is a significant factor in project funding. For the Streetcar alternative, the \$75 million value of the Willamette Shore Line right of way could leverage as much as \$112.5 million in federal funds. Because it would not be using the right of way, the BRT alternative would not be able to leverage value of the right of way as part of its funding plan.

A. Transit Mode: Streetcar

Streetcar is the transit mode that best meets the project's purpose and need and the goals and objectives for the Lake Oswego to Portland Transit and Trail Alternatives Analysis.

The Steering Committee recommends that the **Streetcar mode** advance for further study in a Draft Environmental Impact Statement (DEIS) because:

- Streetcar would have the highest ridership of all the transit alternatives.
- Streetcar travel times would be up to 18 minutes faster between key corridor destinations and would be more reliable than the other transit alternatives. In peak travel periods, the Streetcar would provide faster travel times than autos between downtown and Lake Oswego. Faster travel time and higher reliability is gained through operation of streetcar in exclusive right of way on the Willamette Shore Line.
- Streetcar would have the lowest operating and maintenance costs of any alternative, including the No-Build. This is due to the marginal cost of extending a line that already operates in the corridor, the carrying capacity of the Streetcar vehicles compared to buses and the travel time advantage over BRT and No-Build. The Streetcar also replaces some corridor bus service, which results in a cost savings.
- The Streetcar alternative could leverage up to 3.3 million square feet of total new transit supportive development within three blocks of the proposed alignments.
- Streetcar is compatible with the existing transit system and would operate as an extension of the existing streetcar line that operates between NW 23rd Avenue and the South Waterfront.
- The \$75 million of value in the Willamette Shoreline right of way could leverage as much as \$112.5 million in federal funds if the project proceeds as a Federal Transit Administration (FTA) News Starts project.

The Steering Committee recommends that the **Bus Rapid Transit (BRT) mode** not advance for further study in a DEIS because:

- It may not be a practical option to achieve the travel time and ridership as modeled in this alternatives analysis. The queue bypass lanes used to bypass congestion at key intersections in the BRT alternative would have to be extended to between 500 and 1,000 feet instead of the 200 feet in the current designs and cost estimates.
- The BRT alternative would include property impacts at the key intersections where transit improvements are constructed. There would be additional property impacts associated with the additional queue jump length required to bypass congestion. This also would include removal of trees within the sidewalk area.
- Initial BRT capital costs were the lowest of all the transit alternatives, however, these do not include the additional costs of the longer queue jump lanes, which would be required.
- The BRT alternative would have the highest operating cost due to the greater number of vehicles required to meet demand, and the fact that the BRT line would require added service, unlike the Streetcar alternative which would replace existing bus service.
- For the entire length of the corridor, BRT travel times are subject to the same delays and congestion as the general traffic in areas where queue jump lanes are not provided, resulting in decreased reliability.
- The BRT alternative would not leverage transit supportive economic development beyond what would be expected with the No-Build alternative.
- The BRT alternative would not leverage the \$75 million value of Willamette Shore Line right of way, which could match federal transit funding of up to \$112.5 million.

The Steering Committee recommends that an **enhanced bus** alternative be studied as a more practical option for this constrained corridor. Such an option would avoid the property impacts of the BRT while providing improved service, bus pullouts where possible and better shelters and lighting at stations. Enhanced bus would act as the base case for comparison

to Streetcar alternatives in the DEIS. It would operate in mixed traffic, though this has implications for travel time, reliability and long-term efficiency of the line.

B. Alignments: Willamette Shore Line and SW Macadam Avenue

During the alternatives analysis process three alignments were evaluated in the John's Landing area: the Willamette Shore Line right of way, SW Macadam Avenue and the John's Landing Master Plan alignment. The Steering Committee recommends that two alignment options be studied further in the John's Landing area north of the Sellwood Bridge: the Willamette Shore Line right of way alignment and the SW Macadam Avenue alignment.

In addition, combinations of the two alignments should be evaluated to maximize the potential benefits and minimize impacts in the John's Landing area. The Steering Committee recognizes that alignments, which would avoid or minimize impacts through John's Landing, may need to be developed that are not part of either the Macadam Avenue or Willamette Shoreline alignments. These could include all or portions of the John's Landing Master Plan alignment or other rights of way.

The Steering Committee recommends that the **Willamette Shore Line right of way alignment** advance for further study for the following reasons:

- Streetcar on the Willamette Shore Line right of way would yield higher reliability and faster travel times than the other alignments due to the 100% exclusive right of way. In the DEIS, Issues of pedestrian and vehicle safety and proximity to private properties must be considered in the analysis of this alignment..
- The Willamette Shore Line right of way is in public ownership and could potentially be used as local match towards the capital cost of the project. Current estimates value the entire right of way at \$75 million. For the portion north of SW Nevada Street, the value of the right of way is estimated at approximately \$35 million, which could leverage an additional \$58 million in federal funds.
- The Willamette Shore Line Right-of-Way alignment has received public support from Lake Oswego residents because it has faster travel time, better reliability and less impact to Highway 43 traffic operations and safety than an alignment that would use Macadam Avenue in John's Landing.

The Steering Committee recommends that the **SW Macadam Avenue alignment** advance for further study for the following reasons:

- The SW Macadam Avenue alignment was the preferred alignment of the LOPAC based on community support, development potential, and the ability to avoid residential impacts of the Willamette Shore Line alignment. The LOPAC emphasized that the alignment should be on SW Macadam Avenue for as much of the length of the route as possible from the South Waterfront to the vicinity of the intersection of SW Macadam Avenue and SW Nevada Street.
- The SW Macadam Avenue alignment would leverage the most potential transit supportive development, approximately 2.2 million square feet of total new development in John's Landing.
- The SW Macadam Avenue alignment would avoid some of the potential property impacts associated with use of the Willamette Shore Line right of way.
- The SW Macadam Avenue alignment has emerged with the most public support from residents and businesses in John's Landing.

- As LOPAC recommended, a bicycle and pedestrian trail could be established along the Willamette Shore Line with the Macadam Avenue alignment. This trail has the potential to reduce conflicts between recreational and commuter user groups on the existing Willamette River Greenway trail by providing a more direct route through Johns Landing.

Note: The Steering Committee recognizes ODOT's expressed concerns regarding the SW Macadam Avenue alignment option and will ensure that questions related to potential streetcar operations in mixed traffic on SW Macadam Avenue are addressed.

South of the John's Landing area and north of the Trolley Terminus site in Lake Oswego, the Willamette Shore Line right of way was the only alignment to advance to the completion of the alternatives analysis. As part of its design option narrowing decision, The Steering Committee eliminated Highway 43 south of John's Landing from consideration as a Streetcar alignment for safety and operational reasons, making the Willamette Shore Line alignment the only option in this segment of the corridor. The *Evaluation Summary Report* contains a description of the alternative and design option narrowing decisions that were made during the alternatives analysis.

C. Lake Oswego Full-Length Termini: Albertsons and Safeway

The Steering Committee recommends that the Albertsons and Safeway termini should advance into the DEIS. The Trolley terminus should not be advanced into the DEIS. These termini options are preferred because they would serve more population and employment, have higher ridership, disperse park and ride spaces, and have greater potential for transit-supportive development while demonstrating similar traffic impacts.

The Steering Committee recommends that the **Albertsons terminus** advance for further study for the following reasons:

- The Albertsons terminus would allow for the possible future extension of Streetcar south to West Linn or Oregon City.
- The Albertsons terminus has strong public support from the residents south of Lake Oswego and citizens within Lake Oswego. In 2006, Lake Oswego's Downtown Transit Alternatives Analysis Committee (DTAAC) recommended the Albertsons terminus site, partly because it would intercept traffic from the south before it reaches the center of downtown.
- The Albertsons terminus could generate substantial transit supportive development in Lake Oswego (0.9 million square feet).

The Steering Committee recommends that the **Safeway terminus** advance for further study for the following reasons:

- The Safeway terminus would allow for the possible future extension of Streetcar to the west.
- The Safeway terminus could provide park and ride access west of downtown Lake Oswego, intercepting traffic before it reaches the center of downtown.
- The Safeway site could leverage the most potential transit supportive development (1.1 million square feet in Lake Oswego), as compared to the Albertsons or Trolley terminus options.

- The Safeway site would allow the Streetcar to act as a circulator for trips within downtown Lake Oswego between the Foothills district and the west end of downtown.

The Steering Committee acknowledges that an at-grade crossing of streetcar with Highway 43 under the Safeway terminus option would require additional study and coordination with ODOT and the City of Lake Oswego to ensure that a safe and efficient crossing is feasible.

Additionally, the Steering Committee acknowledges that it may be necessary to construct a project that would utilize the **Trolley Terminus** as a **temporary interim terminus** while joint development construction plans are finalized at either the Albertsons or Safeway terminus sites.

D. Temporary Johns Landing Short Terminus - Minimum Operable Segment (MOS)

If a full-length project cannot be built for financial or other reasons, the FTA allows for Minimum Operable Segments (MOS) to be considered as interim termini for a project. In this corridor, preliminary analysis was done for a MOS for Streetcar that would terminate in the vicinity of Nevada Street in John's Landing on either the Willamette Shore Line right-of-way or the Macadam Avenue alignments. A streetcar terminus in Johns Landing should include enhanced bus service to Lake Oswego as part of the complete alternative. The Steering Committee recommends that this alternative advance for further study for the following reasons:

- Significant public support was expressed for this option from participants in the process all through the corridor.
- A minimum operable segment (MOS) provides flexibility to initiate a project with available funding while pursuing additional funding to complete the remainder.

E. Johns Landing Permanent Terminus

A permanent terminus in Johns Landing was selected by the LOPAC along with a full-length Streetcar alternative as their preferred options to be advanced into the DEIS. The LOPAC preference was that this terminus be paired with the Macadam Avenue alignment; in Johns Landing however this terminus option could be paired with either the Willamette Shoreline or Macadam alignments. A streetcar terminus in Johns Landing should include enhanced bus service to Lake Oswego as part of the complete alternative.. The Steering Committee recommends that this alternative be advanced into the DEIS for the following reasons:

- There is strong community support for this option in both Johns Landing and Dunthorpe.
- Analysis of a permanent terminus in addition to a temporary Minimum Operable Segment terminus would allow a full range of choices that could respond to funding constraints, environmental impacts and community preferences.
- This terminus option could maintain the ability to cross a new or reconstructed Sellwood Bridge in the future.

III. TRAIL CONSIDERATIONS

Context

As part of the Willamette River Greenway vision, a trail was proposed to run along the Willamette Shore Line right of way from Willamette Park in Portland to downtown Lake Oswego between Highway 43 and the Willamette River. As part of this Alternatives Analysis, the feasibility of a continuous trail between Portland and Lake Oswego was evaluated. Each transit alternative carried with it a complementary trail component. The BRT alternative would have used the Willamette Shore Line right of way for exclusive trail use. The Streetcar alternative, which the Steering Committee recommends further study, would require shared use of the Willamette Shoreline between Streetcar and a trail. The discussion below focuses on the trail components that would accompany the Streetcar alignments.

A. Trail Component

The bike and pedestrian trail component of this study has received tremendous community support. A trail in the corridor would provide a critical link in the regional transportation system, connecting other regional and local trails. A continuous, safe and level trail component is a desired outcome in this corridor.

However, as currently designed, the trail component may not be practical to build for its entire length because of the high capital costs associated with shifting the Streetcar alignment to accommodate the trail in a tightly constrained right of way and very difficult topography. Because some portions of the trail are more easily implemented than others, and because funding for the entire trail may not be available at one time, the trail may need to be developed in phases.

B. Trail Component Refinement Next Steps

The Steering Committee recommends that a trail component advance for further study. However, additional refinement is needed to determine how to advance the trail and the transit alternatives, either together or separately. The following identifies additional considerations for the trail and next steps:

- Further consideration is required to determine trail project sponsors and potential funding sources. Metro may or may not be the appropriate agency to lead the effort to advance a trail in the corridor.
- Additional design work is needed to identify ways to design and construct a trail in this corridor with lower capital costs and impacts while still accommodating the transit project. The trail design should change and adapt to constraints in the corridor. The width of the trail does not need to be the same for the entire alignment and flexibility will be required with regard to various jurisdictions design standards and requirements.
- Trail phasing should be considered so that the most cost-effective segments could move forward. The additional design work required for the more difficult and expensive portions will take more time and effort.

- Additional study is needed to evaluate the potential for the Portland and Western railroad bridge and an eastside connection to the Sellwood Bridge to provide a useful pedestrian and bike trail connection between Lake Oswego and Portland
- Further study is needed regarding the outstanding legal questions in order to facilitate decisions about the Willamette Shore Line right of way and its use for a trail.

IV. WORK PROGRAM CONSIDERATIONS

Several actions are needed prior to advancing the project into the *Draft Environmental Impact Statement* phase of project development. Because a DEIS for the Lake Oswego to Portland Corridor is not included in Metro's current fiscal year budget, it is recognized that there will be a gap before the DEIS can commence.

1. **The following actions are recommended by the Steering Committee to advance the project into the *Draft Environmental Impact Statement*:**
 - a. **Metro should work with the FTA to Publish a *Notice of Intent to Prepare a Draft Environmental Impact Statement in the Federal Register***, and initiate the DEIS Scoping Process. The FTA has recommended that this action be taken immediately. This action would ensure that all of the work completed during the alternatives analysis would be documented under the National Environmental Policy Act (NEPA). Public comment received prior to the Metro Council action on advancing the project into the DEIS phase would also be included as part of the NEPA record. The Scoping phase of a DEIS includes meetings with the public as well as local, state and federal agencies and affected tribal jurisdictions. The dates of the public, agency and tribal meetings would be published along with the notice of intent. The Scoping meetings present proposed alternatives and solicit input on potential additional alternatives that could be included in a DEIS.
 - b. **Metro should prepare a work scope, budget and schedule for the DEIS.** In order to secure funding for a DEIS, a cost estimate is required. The estimate is based on a scope of work and schedule that meet all appropriate FTA and NEPA requirements. This DEIS will need to meet new requirements for public and agency participation covered under Section 6002 of the SAFETEA-LU Act. Metro staff will convene the PMG to discuss and review the scope of work, schedule and budget, including agency roles and responsibilities during the DEIS phase.
 - c. **Metro should work with project partners, through the Project Management Group, to identify and secure funding for the DEIS.** Along with the scope, schedule and budget, Metro will work with project partners to identify potential sources of funding for the DEIS, as well as the next phases of project development, Preliminary Engineering and the Final Environmental Impact Statement. Potential sources of funding include FTA Section 5339 or other funds through the MTIP process, and local jurisdiction, TriMet, or ODOT contributions.

2. **In order to advance the goal of implementing a bicycle and pedestrian trail that connects Portland and Lake Oswego, the Steering Committee recommends that the following steps should be taken:**

a. **Metro, with assistance from project partners through the TAC and PMG, should develop a process to undertake the *Trail Refinement Next Steps* listed above.** The result of this process would be to resolve key issues and determine the relationship of the trail and the transit project during the DEIS phase. Of particular importance are:

- i. Involvement of the public and advocacy groups in improving the trail concept
- ii. Definition of the lead agency for advancement of a trail
- iii. Development of an approach to reduce capital costs
- iv. Analysis of possible phasing of trail segments
- v. Identification of potential trail capital funding sources

3. **Prior to initiation of the DEIS, Metro, with the assistance of the PMG, should develop actions or conditions for each participating agency that would help to ensure that the project can meet FTA thresholds with regard to ridership and financing and achieve the important development objectives for the Corridor.**

These could include:

- a. Development of local funding mechanisms
- b. Demonstrated progress toward development objectives
- c. Resolution of technical issues, e.g. ODOT concerns regarding the SW Macadam Avenue alignment
- d. Threshold criteria for selecting a full-length option over an MOS or vice versa

4. **The following Steering Committee concerns need to be addressed by Metro and its project partners as the project moves forward into a DEIS:**

- a. The alternative should be constructed in such a manner as to allow coordination with transportation alternatives across the Sellwood Bridge or its replacement.
- b. Maximize the alternative to establish a safe and attractive transit, pedestrian and bicycle route from Lake Oswego to Portland. Minimize negative impacts to residents and property values.
- c. The DEIS should include an analysis of the conflicts between use of the corridor as a commuter route and the stated desire of Johns Landing residents for a more pedestrian and retail friendly environment.
- d. Continue to analyze redevelopment opportunities in Johns Landing and Lake Oswego.
- e. Strive for closer integration of Johns Landing and South Waterfront urban planning and work to improve pedestrian, bicycle, automobile and streetcar connections.

- 5. Metro, TriMet, ODOT and the City of Portland should undertake a Johns Landing Alignment Refinement Study that would precede the start of the DEIS. This study would support the DEIS detailed definition of alternatives and should focus on:**
- a. The operational, design and cost trade-offs between the various alignment options in the Johns Landing segment.
 - b. Financial mechanisms to capture the value of the Willamette Shore Line so that the current value of the WSL right of way could be used to leverage federal dollars and be applied to a project as local match. These mechanisms could include purchase by adjoining property owners, formation of a local improvement district and/ or a right of way trade that could be counted as local match
 - c. Design solutions through and/or around the most constrained parts of the Willamette Shore Line alignment
 - d. Initial operating concepts for the Streetcar in Macadam Avenue that address ODOT concerns regarding shared traffic operations.
 - e. Refinement of temporary and permanent Johns Landing terminus locations.

RESOLUTION 07-57

A RESOLUTION OF THE LAKE OSWEGO CITY COUNCIL SUPPORTING THE LAKE OSWEGO TO PORTLAND TRANSIT AND TRAIL ALTERNATIVES ANALYSIS STEERING COMMITTEE RECOMMENDATIONS FOR THE DRAFT ENVIRONMENTAL IMPACT STATEMENT STUDY FOR THE HIGHWAY 43 CORRIDOR.

WHEREAS, the Regional Transportation Plan (RTP) designates Highway 43 between Portland and Lake Oswego as a planned frequent bus line and the Willamette Shore Line Rail right of way as a planned/proposed streetcar line; and

WHEREAS, in 1988, the City of Lake Oswego, along with six other agencies, purchased the Willamette Shore Line rail right of way for the purpose of preserving the line for future high capacity transit ; and

WHEREAS, the City of Lake Oswego has adopted a Transportation System Plan as a component of its Comprehensive Plan that indicates that Hwy. 43 is a congested corridor, and that the Willamette Shore Line right of way should be preserved for future high capacity transit; and

WHEREAS, the City of Lake Oswego, along with other regional partners, has through its actions over the past 19 years, supported efforts to encourage future high capacity transit between Lake Oswego and Portland by contracting with the Oregon Electrical Railway Historical Society to operate a seasonal trolley on the Willamette Shore Line right of way in order to preserve its use for future high capacity transit; and

WHEREAS, in 2004, the City Council of the City of Lake Oswego appointed a Downtown Transit Alternatives Advisory Committee (DTAAC), consisting of neighborhood, business and transportation representatives, which examined preferred transit options for the City of Lake Oswego; and

WHEREAS, in 2005, Metro applied for and attained Metropolitan Transportation Improvement Program funds in order to conduct a Transit and Trail Alternatives Analysis to examine transit and trail options in the Highway 43 Corridor, including the Willamette Shore Line right-of-way, and the City of Lake Oswego contributed funding for a portion of the local match, along with the City of Portland and TriMet; and

WHEREAS, an Alternatives Analysis, consistent with Federal Transit Administration requirements, was conducted; and

WHEREAS, representatives on the Transit and Trail Steering Committee, consisting of elected and appointed members from the City of Lake Oswego, the City of Portland,

Multnomah and Clackamas Counties, TriMet, Metro, Oregon Department of Transportation, and Portland Streetcar, Inc. (PSI), have reviewed the Evaluation Alternatives Report as well as recommendations from the Lake Oswego to Portland Advisory Committee (LOPAC), and have recommended that the project alternatives as outlined in Attachment A should be forwarded to Metro Council for further study in a Draft Environmental Impact Statement; and

BE IT RESOLVED by the City Council of the City of Lake Oswego:

Section 1. The Lake Oswego City Council hereby supports the September 10, 2007 recommendation of the Lake Oswego to Portland Transit and Trail Alternatives Analysis Steering Committee, attached as Exhibit A, generally including streetcar and enhanced bus modes, two alternative streetcar alignments and two termini options and one minimum operable segment.

Section 2. The City Council urges that Metro incorporate the recommended project alternatives into the study for the Draft Environmental Impact Statement for the Highway 43 Corridor.

Section 3. The City Council conveys that support for study of the MOS to Nevada Street should not be viewed as support for streetcar to Nevada Street as a project terminus as it would not meet the identified Purpose and Need for the project and would significantly increase the cost of the project.

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Section 4. Effective Date. This Resolution shall take effect upon passage.

Considered and enacted at the meeting of the City Council of the City of Lake Oswego held on the 2nd day of October, 2007.

AYES:

NOES:

EXCUSED:

ABSTAIN:

Judie Hammerstad, Mayor

ATTEST:

Robyn Christie, City Recorder

APPROVED AS TO FORM:

David Powell
City Attorney



Ted Wheeler, Multnomah County Chair

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November 26, 2007

David Bragdon, President
Metro Council
600 NE Grand Avenue
Portland, OR 97232-2736

Dear President Bragdon:

The Multnomah County Board of Commissioners has reviewed both LOPAC's and the Steering Committee Recommendation for the Lake Oswego to Portland Transit and Trails Alternatives Analysis. This letter will offer alternatives into a Draft Environmental Impact Statement and provide the following recommendation.

After reviewing the Steering Committee Revised Recommendation we agree with the need to continue to study a Streetcar as the preferred mode, especially recognizing the limitations of bus rapid transit. That said, we encourage that a streetcar to Johns Landing and enhanced bus to Lake Oswego be studied as an alternative for this corridor, as well as the Steering Committee's recommendation of studying Streetcar to Lake Oswego as an alternative. Regarding the alignments through the South Waterfront area, we support continued study of the Willamette Shore Line right of way and SW Macadam alignments. We recognize the value of the Willamette Shore Line right of way, but we do not wish to see its value as the driving force, only that it and the SW Macadam Avenue alignments each be given full consideration.

With respect to a terminus in Lake Oswego we believe that a Trolley Terminus be considered while the advantages of the other two locations (Safeway and Albertsons) receive further study. We recognize that there are several advantages that accompany streetcar development. First is the transit demand at the terminus as well as the potential for continuation of the line, and second the potential for economic development that might occur along an alignment. Therefore, consideration of a Trolley Terminus is also important to allow some flexibility before committing to one terminus or the other.

At our briefing we also heard from citizens from unincorporated Multnomah County as well as members of LOPAC and wish to support their recommendation. While their recommendation(s) is included in the Steering Committee's Revised Recommendation, there are some key differences that bear consideration. First, we would like to reiterate our desire to see the SW Macadam alignment studied as per LOPAC's recommendation. Second, while we wish to see the Trolley Terminus as an alternative, we again concur that studying a terminus in Johns Landing should also be reviewed as an alternative with enhanced bus service to south to Lake Oswego.

Providing a bicycle/pedestrian component is very important to Multnomah County. We recognize the physical constraints involved as well as the possible legal issues of the Willamette Shore Line right of way. We encourage establishing a subcommittee to closely review the options and make recommendations as appropriate.

Finally, the effect of any of the alternatives on the environment must be a component of the DEIS. We continued to be concerned about the potential impact any of the alternatives may have on the environment and believe that the preferred alternative be one that also meets key sustainability measures.

Multnomah County supports moving ahead with the DEIS as recommended by both LOPAC and the Steering Committee. We thank you for this opportunity to lend our support.

Sincerely,

A handwritten signature in black ink that reads "TED WHEELER". The signature is written in a cursive, slightly slanted style.

Ted Wheeler
Multnomah County Chair

TW/ml

STAFF REPORT

IN CONSIDERATION OF RESOLUTION 07-3887, FOR THE PURPOSE OF IDENTIFYING ALTERNATIVES TO ADVANCE INTO A DRAFT ENVIRONMENTAL IMPACT STATEMENT FOR THE PORTLAND TO LAKE OSWEGO CORRIDOR TRANSIT PROJECT

Date: December 13, 2007

Prepared by: Ross Roberts

BACKGROUND

Council Action

This resolution would effectively advance the Lake Oswego to Portland Corridor into the Draft Environmental Impact Statement phase of project development, and would identify transit mode, terminus and alignments to be studied in the DEIS. In addition, this action would set in motion activities to prepare for the DEIS including development of work program, budget, schedule, and funding plan for the DEIS. At the completion of the DEIS, the Council would select a locally preferred alternative.

Policy Context

The Region 2040 Growth Concept calls for high capacity transit connections between centers. The 2004 Regional Transportation Plan called for a corridor refinement plan in the Lake Oswego to Portland Corridor to examine high capacity transit improvements. Subsequently, the Lake Oswego to Portland Transit and Trail Alternatives Analysis was initiated by Metro in July 2005 to evaluate transit alternatives that would connect the Portland Central City with the Lake Oswego Town Center. The Council funded the alternatives analysis through two MTIP allocations. Metro is lead agency for the project, and TriMet, ODOT, the cities of Lake Oswego and Portland, Multnomah and Clackamas Counties and Portland Streetcar Inc are project partners.

Project Decision-Making

The Metro Council has final authority for this project decision and is acting on a recommendation by the Transit Alternatives Analysis Steering Committee. The Steering Committee provides policy oversight and includes elected officials or executives from all of the project partners. Councilors Burkholder and Colette are the Council's representatives on the committee and serve as co-chairs. In addition to the project partners, the chairs of the Lake Oswego to Portland Project Advisory Committee (LOPAC) and the Portland Streetcar Loop Project Advisory Committee have seats on the Steering Committee. The LOPAC and the Project Management Group, made up of jurisdiction senior staff, made recommendations to the Steering Committee on alternatives to be advanced into a Draft Environmental Impact Statement (DEIS). The Steering Committee considered those recommendations as well as technical analysis from the *Evaluation Summary Report Public Review Draft*, and public comment as heard at a public hearing in July 2007, and as summarized in the *Public Comment Report*.

Public Involvement

An extensive public involvement process was undertaken from July 2005 to the present that included testimony before and after every meeting of the LOPAC. Community design workshops were held early in the process in May 2006 to identify a wide range of alternatives for transit and trail options in the corridor. Small group meetings followed from September to November 2006 to refine alignments. Project staff met with neighborhood groups throughout the corridor, including West Linn. Two open

houses were held to review the technical analysis in June 2007. Individual property owner meetings were held as needed throughout the process. A bus rider survey was completed of 670 transit users in the corridor. The project also utilized newsletters, and targeted mailings to advertise meetings and provide updates. In all, the public involvement effort resulted in over 1,200 direct citizen contacts.

Steering Committee Recommendation

The Steering Committee Recommendation was adopted on September 10, 2007. Subsequent to that adoption, concerns were raised by Chair and Vice-Chairs of LOPAC and residents of Dunthorpe. After meetings with the interested parties that included Council President Bragdon and Councilor Burkholder, a proposed amendment to the recommendation was forwarded to the Steering Committee by Councilor Burkholder, and was adopted on November 19, 2007. The amendment added the permanent Johns Landing terminus preferred by LOPAC to the alternatives to be studied in the DEIS and added language to the work program considerations that would add an alignment refinement study in Johns Landing that would precede the DEIS and be undertaken by Metro, TriMet, the City of Portland and ODOT.

The Steering Committee Recommendation, as amended is summarized below:

- **Context.** After the Portland to Milwaukie Light Rail Project and Portland Streetcar Loop, the Lake Oswego to Portland Corridor would be the region's next priority for Federal Transit Administration funding. The publicly owned Willamette Shore Line right-of-way is valued at \$75 million (2007 dollars) and as local match for FTA New Starts funding, it could leverage as much as \$112.5 million (2007 dollars) in federal funds.
- **Transit Mode.** Streetcar was recommended to be advanced for further study because it would have the highest ridership, fastest travel times, highest reliability, and lowest operating and maintenance costs of any alternative including the No-Build. Streetcar could leverage substantial development - up to 3.3 million square feet of total new transit supportive development within three blocks of the alignment. Streetcar would also be compatible with the existing transit system, operating as an extension of the existing streetcar line. The Steering Committee did not recommend that Bus Rapid Transit be advanced due to the impracticality of proposed queue jump lanes, but did recommend that an enhanced bus alternative be studied further in the DEIS.
- **Alignment.** Two alignments were recommended to be studied further in Johns Landing: the Willamette Shore Line right-of-way and SW Macadam Avenue – with combinations of the two primary alignments and all or part of the Johns Landing Masterplan alignment to be evaluated to maximize the potential benefits and minimize adverse impacts in the Johns Landing area. The Willamette Shore Line was recommended because it would provide higher reliability and faster travel times, and could be used for \$75 million (2007 dollars) in local match. This alignment received a high level of public support from Lake Oswego residents. The SW Macadam Avenue alignment was selected because it was the preferred alignment of LOPAC, could leverage the most potential transit supportive development and would avoid proximity impacts of the Willamette Shore Line alignment. This alignment received a high level of public support from residents and businesses in Johns Landing.
- **Terminus.** The Steering Committee recommended two Lake Oswego full-length terminus options, the Albertsons and Safeway sites. A Temporary Johns Landing Terminus option was included as an interim step to a full length project. A Permanent Johns Landing Terminus option was added by the November 19, 2007 amendment.
- **Trail.** A continuous, safe bike and pedestrian trail between Lake Oswego and Portland's South Waterfront area received tremendous community support. However, as currently designed, high

capital costs make trail implementation difficult. Additional refinement is needed to determine how to advance the trail either separately or with the transit alternatives. Other refinement issues include identification of funding sources, determination of lead agency, additional design work, development of a trail segment phasing strategy, evaluation of the potential for use of the Portland and Western railroad bridge and an eastside connection to the Sellwood Bridge and evaluation of outstanding legal questions.

- Work Program Considerations. The Steering Committee Recommendation also includes activities would be initiated by Metro and our project partners in preparation for the DEIS:
 - Initiate the FTA Draft Environmental Impact Statement process.
 - Prepare DEIS scope, budget and schedule.
 - Develop actions or conditions for each participating agency that would help to ensure that the project can meet FTA thresholds with regard to ridership and financing and achieve the important development objectives for the Corridor.
 - Undertake a Johns Landing Refinement Study prior to the start of the DEIS
 - Develop a process to refine trail options in the corridor
 - Continue coordination with the Sellwood Bridge project and ongoing planning activities in South Waterfront
 - Ensure that impacts to residents and property values are minimized
 - Continue to analyze redevelopment opportunities in Johns Landing and Lake Oswego.

ANALYSIS/INFORMATION

1. Known Opposition

- Opposition may be encountered from Johns Landing residents, business interests or LOPAC members that have advocated for removing the Willamette Shore Line from further study in the Johns Landing segment. The LOPAC recommendation would have taken the Willamette Shore Line off the table in favor of a SW Macadam alignment. The Steering Committee felt that the Willamette Shore Line's value as local match, shortest travel times and highest reliability made it too valuable to drop at this early stage of project development. The Macadam alignment is included in the Steering Committee recommendations, however added work is needed to refine the alignment and address operational challenges on SW Macadam. In their November 19 amendment, the Steering Committee called for Metro to undertake a Johns Landing Alignment Refinement Study along with PDOT, ODOT and TriMet prior to the start of the DEIS.
- Dunthorpe opposition could be encountered, although the inclusion of a permanent streetcar terminus alternative in Johns Landing is an option that could end the project north of Dunthorpe. Opposition to the full-length streetcar alternative can be expected.
- Clackamas County and Lake Oswego voted against the November 19 amendment to add a permanent Johns Landing terminus to the Steering Committee recommendation, citing the project's purpose and need to connect Lake Oswego and Portland.

2. Legal Antecedents

The proposed action, initiating a DEIS in the Lake Oswego to Portland Corridor would fall under the jurisdiction of the National Environmental Policy Act (NEPA) and would be undertaken in accordance with Federal Transit Administration policies, guidance and rules.

Further, there are several Metro Council resolutions that provide legal antecedents including the following:

Resolution No. 86-715 For the Purpose of Entering Into an Intergovernmental Agreement and Expending Funds to Preserve the Southern Pacific Right-of-Way (Jefferson Street Branch) Between Portland and Lake Oswego.

Resolution No. 05-3569 For the Purpose of Confirming Metro Council Representatives to the Eastside and Portland/Lake Oswego Transit Alternatives Analysis Steering Committee and Identifying Other Representative Categories to the Committee.

Resolution No. 05-3647 For the Purpose of Approving a Consultant Services For the Lake Oswego to Portland Transit Alternatives Analysis.

3. Anticipated Effects

Adoption of the Steering Committee recommendation would define the alternatives to be evaluated in the DEIS and direct staff to prepare a DEIS scope, schedule and budget. Staff would also begin the Johns Landing alignment refinement study and begin to seek funding for the DEIS from FTA and local partner jurisdictions. In addition, work would begin to refine the trail alternatives and find funding sources for trail construction.

4. Budget Impacts

Metro's FY 2008 budget includes the second half of the SAFETEA-LU Streetcar Earmark, and some of those funds can be used for the Lake Oswego to Portland Corridor. This funding should be sufficient for the alignment refinement study in Johns Landing and to prepare for DEIS start-up. Approximately \$5.5 million would be required for the DEIS, based on recent experience with the Portland to Milwaukie Light Rail SDEIS. Metro staff prepared an appropriations request for \$4.0 million in FTA Section 5339 funding for FY 09. The remainder of the DEIS funding would be sought from local partners.

RECOMMENDED ACTION

Approve Resolution No. 07-3887, For The Purpose of Identifying Alternatives to Advance to A Draft Environmental Impact Statement for the Portland to Lake Oswego Corridor Transit Project.