

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

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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")

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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>

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		<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: 4.3.1 <u>Develop a set of potential policy objectives and tolling applications for public review.</u> 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>			
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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METRO

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2035 Regional Transportation Plan (RTP) – Federal Component
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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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CONSENT ITEMS FOR JPACT CONSIDERATION					
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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	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: <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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<p style="text-align: center;">CONSENT ITEMS FOR JPACT CONSIDERATION</p>					
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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>					
#	Category	Comment	Source	Date	TPAC Recommendation to JPACT
		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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		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 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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					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)

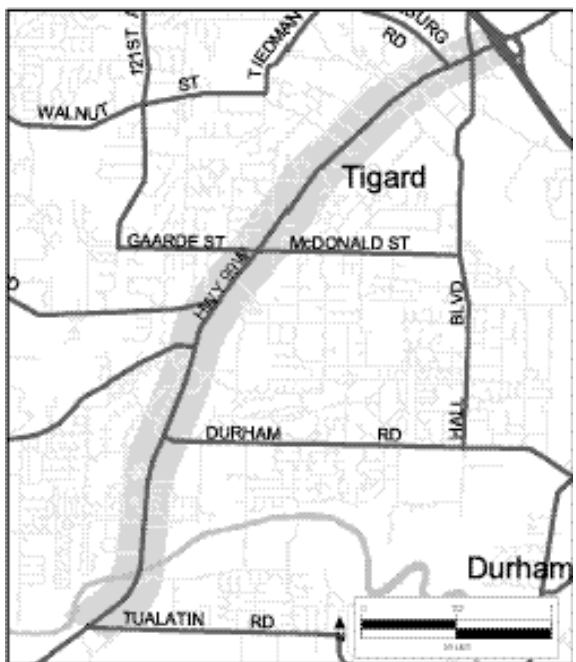
**Beaverton Regional Center
Area of Special Concern**



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**



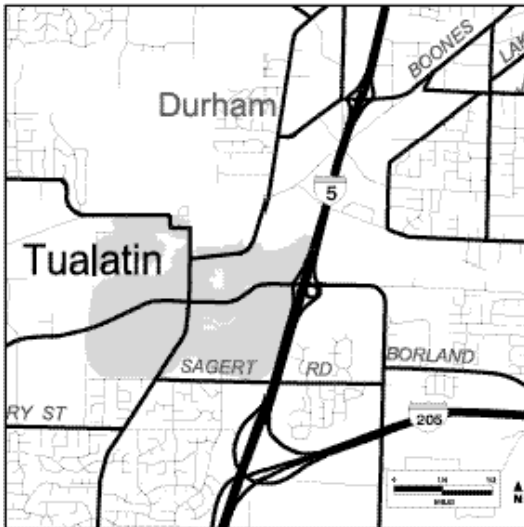
The Highway 99W corridor between Highway 217 and Tualatin Road is designated as a mixed-use corridor in the 2040 Growth Concept and connects the Tigard and Tualatin town centers. This corridor is also designated as an area of special concern due to existing development patterns and economic constraints 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, water-proofing 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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					<p><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></p>
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</u> minutes between 1990 and 2000, increasing from <u>19</u> minutes to <u>25</u> minutes. 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 <u>Kruse Way – Improve bike/ped connections within this corridor</u> Widen to include bike lanes and turn lanes.	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 and the environment.</u> "	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 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. 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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#	Category	Comment	Source	Date	TPAC Recommendation to JPACT
		<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.	<p>City of Troutdale</p> <p>City of Wood Village</p>	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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					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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					#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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<p style="text-align: center;">CONSENT ITEMS FOR JPACT CONSIDERATION</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	<p>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>"</p> <p>See also comment #139. Additional work to better integrate affordable housing into the RTP will occur during the state component of the RTP update.</p>
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	<p>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>"</p> <p>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.</p>
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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#	Category	Comment	Source	Date	TPAC Recommendation to JPACT
		<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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		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) from labor markets and trade areas to the primary 2040 Target Areas; 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, elderly and disabled developments...</u> in areas serving <u>low income, elderly and disabled individuals.</u> "	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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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	<p>Revise and add the following potential measures under Goal 8,</p> <p><u>"Distribution of transportation investments by mode (transit, pedestrian, bicycle, road expansion, etc.) and dollar amount by environmental justice target area communities.</u></p> <p><u>Smog, particulate and air toxic pollutant concentrations by census block group and cross-referenced with EJ communities.</u></p> <p><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></p> <p><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></p>	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</u> Region 2040 land uses <u>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 and beyond 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</u> or connect <u>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	11/15/07	See comment #162.

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		<p><u>all areas affected</u> by recommended investments, on <u>especially for</u> environmental justice target areas.</p>			
239.	Action	<p>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.</p>	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	<p>Concerned about the following projects that we don't appear consistent with RTP policies:</p> <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	<p>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.</p> <p>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</p>

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CONSENT ITEMS FOR JPACT CONSIDERATION					
#	Category	Comment	Source	Date	TPAC Recommendation to JPACT
		<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 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."

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
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 style="text-align: center;">CONSENT ITEMS FOR JPACT CONSIDERATION</p>					
#	Category	Comment	Source	Date	TPAC Recommendation to JPACT
		<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 style="text-align: center;">CONSENT ITEMS FOR JPACT CONSIDERATION</p>					
#	Category	Comment	Source	Date	TPAC Recommendation to JPACT
					<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 <u>for 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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CONSENT ITEMS FOR JPACT CONSIDERATION					
#	Category	Comment	Source	Date	TPAC Recommendation to JPACT
					<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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<p style="text-align: center;">CONSENT ITEMS FOR JPACT CONSIDERATION</p>					
#	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>

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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

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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

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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2035 Regional Transportation Plan

Public Comment Summary

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Section 1: Summary of Comments

Introduction

In Fall 2005, Metro began the 2035 Regional Transportation Plan (RTP) update. The federal component of the 2035 RTP was developed to meet new federal SAFETEA-LU planning requirements. This report presents a summary of outreach activities employed during the federal component of the update and a compilation of comments received from October 15 through November 15, 2007, on a public review draft of the 2035 RTP. This draft focuses on meeting federal compliance elements of the RTP. The Oregon Transportation Planning Rule (TPR) and other regional requirements will be the focus of the state component update in 2008. The state component will be combined with the federal component to create a final 2035 RTP. Additional opportunities for public comment on the state component and final RTP will be provided in 2008.

Metro's transportation planning responsibilities and the RTP

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 area. As the federally designated MPO, Metro is responsible for updating the RTP every four years, which includes updating goals and policies to guide transportation investments, and compiling a financially constrained list of projects and programs to meet requirements for federal funding.

Metro leads this process in consultation and coordination with federal, state, regional and local governments, resource agencies and other stakeholders. Metro facilitates this consultation, coordination and decision-making through four advisory committees—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). In addition, the Bi-State Coordination Committee advises the Metro Council and JPACT on issues of significance to both Oregon and Washington. Staff coordinated with the Regional Travel Options Subcommittee to TPAC and the Regional Trails Working Group throughout the update process. The Metro Committee for Citizen Involvement (MCCI) provided advice to the Metro Council on public engagement activities.

Purpose of the 2035 RTP

The 2035 RTP provides an updated blueprint to guide transportation planning and investments in the tri-county Portland metropolitan region to year 2035. By 2035, the region is expected to have grown by more than 1 million people and added more than 500,000 jobs, doubling trips on the transportation system. By 2035, emergency services, freight and goods that use the region's airspace, bridges, roads, water and rails are expected to have more than doubled.

For the federal component of the RTP update, cities, counties, the Oregon Department of Transportation (ODOT), and regional transit agencies submitted a total of 1,025 projects and programs totaling \$16.12 billion. The proposed projects and programs were required to come from local, regional or state plans or studies that had been adopted through a public process. More than half of the projects submitted came from the current RTP. The financially constrained list can total only \$9.16 billion—the funding that can reasonably be expected to be available from 2008 through 2035. Of the 1,025 proposed investments submitted, 596 were recommended as investments priorities within the financial constraints of the federal component of the RTP.

The proposed financially constrained list includes projects to plan or improve boulevards, bike and trails systems, freight routes, vehicle routes, bridges, sidewalks, and transit facilities, as well as regional programs such as those promoting transit oriented developments and travel options or improving the efficiency of the existing system.

Summary of public information, notification, and participation

The public participation plan for the 2035 RTP update was designed to gather input from stakeholders and the general public, provide essential information on key elements of the RTP update, and meet regional and federal requirements for public participation in transportation planning and decision-making.

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.

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.

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

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

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.

Federal 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. That group consisted of representatives from ODOT and 10 state and federal transportation, natural resource, cultural resource and land-use planning agencies.

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. More details and examples of the outreach and notification connected with this public comment opportunity are presented in an appendix to this report.

Summary of comments

The public comment period the draft federal component of the 2035 RTP was held from October 15 through November 15, 2007. Metro received a total of 125 comments via the web, as oral testimony, comment forms, faxes, letters, petitions and emails.

Fifty-two individuals attended four public open houses. The Metro Council heard 37 oral testimonies during public hearings held as part of regular Council meetings scheduled to follow each of the open houses.

Comments fell into five general categories:

- Administrative changes, language changes and technical corrections
- Specific RTP policies, goals, performance measures or analyses
- Projects and programs recommended for inclusion in the financially constrained list
- The general direction or emphasis of the RTP.
- Issues to be addressed during the state component of the RTP update.

Comments suggesting minor corrections and administrative changes will be made as needed. Comments suggesting substantive changes or changes to the project list will be included in a separate document with a response from staff for consideration before producing the final version of the federal component of the RTP. Copies of this document are available upon request.

Most of the public's comments on the general direction of this RTP supported the policies and goals on promoting transportation choices, equity, environmental health, and human health and active living. Some called for adding performance measures to measure progress toward achieving these broad goals. A significant comment suggested that the RTP more aggressively address climate change by adopting the state carbon-reduction targets.

A total of 12 emails were received from individuals, jurisdictions and organizations commenting on a variety of issues. Fifteen pre-printed postcards supported retaining the North Portland Greenway in the financially constrained list, as it is now. An additional 24 web-based comments—of 54 total—also supported this project. Twenty-seven letters were received, mostly from advocacy organizations, jurisdictions in the Metro region, and transportation agencies detailing specific concerns and requesting specific changes.

This comment period focused primarily on the proposed goals and policies for the RTP and on the proposed financially constrained list of projects and programs, although comments could be provided on any element of the draft plan. All comments received during the comment period will be presented to the Metro Council and JPACT to guide refinements and adjustments before the federal component of the RTP is considered for approval.

All transportation-related actions, including federal MPO actions such as this RTP update, are recommended by JPACT to the Metro Council. The Metro Council can approve the recommendations or refer them back to JPACT with a specific concern for reconsideration. Consideration for approval by JPACT and the Metro Council is scheduled for December 13, 2007, pending the federal air-quality conformity determination. JPACT and the Metro Council must concur to approve the RTP.

Section 2: Comments

PARTIAL TRANSCRIPT OF METRO COUNCIL MINUTES OCTOBER 25, 2007
PUBLIC HEARING PORTION FOR 2035 REGIONAL TRANSPORTATION PLAN UPDATE

Council President Bragdon opened a public hearing on Resolution No. 07-3831 on October 25, 2007.

John Mullin, 1019 Hazelwood Dr NE Oregon City OR 97045 said he worked from the Oregon Law Center as well as being the former director of Clackamas County Human Services. He was here on a personal basis. He felt the plan was well put together. Specifically when you think about underserved citizens such as elderly and disabled, there was a limited amount of fixed transportation. These individuals were underserved. The discussion about equity was very important. He also wondered in the plan about the human services aspect under safety. He wondered if staff had worked with the special needs group. There were modest investments that could help underserved populations. There was always a challenge when looking at transportation but felt we could look at some investments to help the underserved populations.

Donna Jordan, Councilor from Lake Oswego and Joint Policy Advisory Committee on Transportation member, 380 A Avenue Lake Oswego, OR 97034 said as the largest city in Clackamas County it was difficult to compete with their regional partners. They anticipated a lot of growth as we moved toward the year 2040. They had a RTP that recognized balance. They also knew that the system was congested today. They hoped that the RTP would value new growth areas. If Council looked at what happened in the Hillsboro area in the last 20 years, you could see what happened.

Lynn Petersen, Clackamas County Commissioner, 205 Kaen Road Oregon City, OR 97045 welcomed the Council to Clackamas County. She said the JPACT/Metro Policy Advisory Committee (MPAC) discussion about managing the corridors was excellent. Clackamas County had really worked hard at phasing projects. They were able to get more projects on the ground. The issue that needed to be looked at moving forward was that guidelines needed to be flexible. She talked about design on the ground. She talked about serving trips. She hoped to move forward with visioning. She felt staff had done a great job of pulling this Plan together. She looked forward to implementing 2040.

Councilor Liberty asked about the practicalities of dealing with a policy document. He asked how we merge projects that had already been approved at different stages and reexamine those projects. He wondered if there was some sort of sorting method. Commissioner Peterson said she saw three different categories that they didn't want competing with each other: projects that were costs effective that met 2040 objectives, the first ring of suburbs that were rethinking their transportation on the ground, and the new areas which would be cost intensive to get it right the first time. There were three different categories. The main issue was what was the problem they were trying to solve. It was not just performance measure but what could we solve with land use planning and constrained resources.

Pat Russell, 16358 SE Heartwood Drive Clackamas OR 97015 provided his testimony in writing as well as additional materials (a copy of which is in the meeting record). He introduced his son, Clancy and his other children in the audience.

Council President Bragdon closed the public hearing and announced the continuance of the public hearings on November 1st, 8th and 15th.

OCT 29 2007

Pat Russell
16358 SE Hearthwood Drive
Clackamas, OR 97015
503-656-9681; email: flanagan112@hotmail.com

October 25, 2007
Metro Council
Metro
600 Northeast Grand Avenue
Portland, OR 97232

RE: RTP 2035 Public Hearing, October 25, 2007

Honorable Metro President Bragdon and Council,

My name is Pat Russell, and I live at 16358 SE Hearthwood Drive, Clackamas, OR 97015. My four children are with me so that they can witness their future.

I believe that Metro, in general, is moving in the right direction to reflect on the cost of building infrastructure in financial constraints. I simply believe we, as a society, have perpetuated a lifestyle that can no longer be sustained.

In my county, I believe that we still have our priority recommendations focused in the wrong direction. We are focusing too much on trying to urbanize the fringe areas of the UGB. We need to pay more attention to completing the needed urban infill in our county's north urban area first. By leveraging what few dollars we have to build full roadways in the hinterland (such as Sunnyside Road, SE 172nd Avenue, SE 162nd/164th Avenue, Clackamas Highway, Sunrise Corridor "system", etc.) the regional center area and older inner cities are languishing.

Neither Clackamas County administration nor the County Commissioners have solicited their urban CPOs to share and support their recommendations for the "financially constrained" road list.

Absent this local community involvement process, this is what I recommend:

- 1. Remove Auto and Interstate R/R conflicts (grade separate) from Milwaukie to Canby;**
- 2. Complete the Milwaukie Expressway (SR 224) (from Hwy 99E to I-205) BEFORE Sunrise Corridor System; too many arterial streets proposed east of I-205—growth inducement; east Happy Valley and Damascus not ready;**
- 3. Provide more East/West pedestrian-bike links over I-205 (barrier) from Gladstone Exit to SE Sunnybrook Blvd.;**

- 4. Mitigate existing adverse freeway sound, dust, water runoff and air pollution impacts were not adequately mitigated during construction;**
- 5. Provide East West Local Street Connectivity along I-205 Corridor, south of Milwaukie Expressway;**
- 6. Provide missing sidewalks in Clackamas neighborhoods (primarily on through streets);**
- 7. Salmon recovery mitigation in the Kellogg-Mt. Scott Watershed must be funded; OPEN THE DAM under McLoughlin Blvd and let the fish into its historic watershed that extends to the bowl in Happy Valley, north of the regional center to Johnson Creek Blvd. and to Johnson City;**
- 8. Dispose and treat existing local collector street runoff BEFORE it reaches the creek;**
- 9. Develop the regional open space and trail "systems" (Ribbons of Green);**
- 10. Extend the I-205 Light Rail to SR 213 (Oregon City);**
- 11. More aggressive develop a grid-like street system within the Clackamas Regional Center;**
- 12. Funding strategies such as value pricing, tolls, fees, property assessments, etc. will NOT be accepted by the existing residents; so be careful how we use our time and energies approaching these funding issues;**
- 13. Investment in freight mobility should be concentrated upon our rail system, NOT truck routes. We are already subsidizing inefficient trucking to the demise of the more efficient rail system.**

Attached you will find a more detailed explanation of these thirteen points. I am also concerned that the cost of opening the front door to the Kellogg Watershed under the McLoughlin Blvd. crossing cannot be borne alone by one jurisdiction. I have added another attachment that identifies the responsible agencies who should be contributing to our watershed's recovery. Kellogg Creek is a designated 4(d) Rule ESA Salmon recovery creek. Please consider using a matching fund incentive program from the Open Space Bond program that has up to \$15 Million available as grants to local agencies and neighborhood groups. A good start would be \$50,000 to \$500,000. Certainly folks would agree that roughly a 1/3rd of the funds should be earmarked for the Clackamas County urban area.

Thank you.

Pat Russell

Regional Transportation Plan 2035
Issues
In the
Milwaukie-Clackamas Area
Fall 2007

1. Removing Auto and Interstate R/R conflicts (grade separate)

Purpose: PROMOTES GLOBAL TRADE, reduces less efficient truck use; passenger travel between states.

Actions: Close all surface street intersections with the main r/r line and provide grade separated streets at:

- Harrison, Milwaukie Downtown/King Road Corridor
- 37th Avenue/Oatfield Corridor
- Linwood/Lake/Harmony/Railroad Avenue Corridor
- Lawnfield Corridor
- Clackamas Road area Corridor from Johnson Road to SE102nd

Actions: Provide neighborhood connectivity for *pedestrians/bikes*:

- bridge r/r from Freeman (International Business Park) to 47th
- bridge r/r from Lake Road interchange area/No. Clackamas Park-Mt. Scott Creek Corridor with SR 224 to north side of r/r in vicinity of Harmony/Linwood, then heading east to 82nd Avenue (implements portion of Kellogg Creek-Mt. Scott Regional Trail system from Downtown Milwaukie/Willamette River Waterfront to Clackamas Regional Center and easterly to Clackamas Bluffs and Rock Creek area—includes wildlife and salmon habitat).
- Improve r/r crossing for peds/bikes along SE 82nd Avenue (modify SE 82nd Avenue/SR 213 or provide separate ped/bike bridge); provide link to Mt. Scott Creek Regional Trail system.

2. Completing Milwaukie Expressway (SR 224) (from Hwy 99E to I-205) BEFORE Sunrise Corridor System; too many arterial streets proposed east of I-205—growth inducement; east Happy Valley and Damascus not ready;

Purpose: Finish one leg of regional system before introducing another further east to the urban fringes (this would NOT affect efforts to provide improved trucking access from the Clackamas Industrial Sanctuary to I-205).

Actions: Grade-separate all local streets from primary the limited access throughway from Hwy 99E to I-205. Some streets would be deadended or run under or over the Expressway. Provide new “tight” interchanges at key locations. These interchanges would be designed to a local standard, not state or federal freeway standard, where possible (due to urban infill constraints). An example of such a interchange might be the Tacoma and Bybee Overpasses at Hwy 99E, north of Milwaukie:

Modified design interchanges (Expressway would be partially depressed with local streets going OVER expressway):

- Harrison
- International Way/37th/(Milwaukie Marketplace)/Oatfield Road corridor
- Upgraded Lake Road interchange
- Lake/Webster/Pheasant/Johnson Braided with frontage roads as needed north of expressway (and/or north of Lake Road area between Webster Road and Johnson Road)

Streets that would be deadended (or route modified to provide connectivity):

- Monroe
- Oak
- Rusk (or extended to Lake

Provide salmon/wildlife/pedestrian under-crossing along Mt. Scott Creek

- provide ped/bike and small utility vehicle all weather passage under expressway OUTSIDE 100 year floodplain,

3. Provide more East/West pedestrian-bike links over I-205 (barrier) from Gladstone Exit to SE Sunnybrook Blvd.

Purpose: I-205 acts as barrier as does/will the interchange with the Milwaukie Expressway and Sunrise Corridor (planned). Pedestrian crossings should be planned across I-205 from about 1/4th to 1/2 mile spacing so that pedestrians are not forced undertake circuitous routes. Generally, much of the housing and employment in the area is geared to low to moderate income multinational minority populations and elderly and moderate income family with limited means. Eventually, the I-205 Light Rail Corridor should be extended south parallel to I-205 toward Oregon City. It is very likely that a major new Transit Oriented District would be established in the vicinity of the I-205/SR 224/213/82nd Drive interchange where existing community level shopping, offices and heavy commercial/light industrial uses exist and are due for revitalization. Therefore, neighborhoods west of I-205 will need to link with the 82nd Drive Corridor that extends generally from Lawnfield to Strawberry Lane.

Action:

- eliminate box culvert under I-205 along Mt. Scott Creek; provide new bridge structure opening that allows ped/bike under-crossing along creek, but OUTSIDE 100 year floodplain (from 82nd Avenue east to 97th Avenue) (part of regional trail system).
- Provide Dean Creek under-crossing freeway for ped/bike generally along Creek (replace box culverts with bridging) to Lawnfield
- Extend ped/bike along Lake Road easterly of Johnson Road to SE 82nd Drive (separate from freeway interchange lanes)
- Link Janssen Road from Johnson Road to SE 82nd Drive
- Link Clackamas Road from Johnson Road to SE 82nd Drive
- Link Roots Road/McKinley to SE 82nd Drive (probably south of the Fred Meyer Shopping Center to tie into secondary traffic signal)
- Strawberry Lane from Cason to SE 82nd Drive

4. Adverse freeway sound, dust, water runoff and air pollution impacts were not adequately mitigated during the development of the interstate corridor 40 years ago, same for the Milwaukie Expressway

Purpose: improve neighborhood livability and stability for the next 60 years.

Action:

- build sound walls
- plant more large scale native trees and understory to improve upland forest habitat and clean polluted air and dust disturbance (road dust); some background highway noise attenuation will occur with mature native canopy trees
- provide for ground water recharge in treed areas for treated wastewater and urban runoff
- provide more naturalistic runoff detention drainage corridors (multi-use for wildlife)

5. Provide East West Local Street Connectivity along I-205 Corridor, south of Milwaukie Expressway

Purpose: I-205 cut off historic local east-west roads from Gladstone to Sunnyside Road. Consequently there are choke points and residents are frustrated in gaining convenient access to shopping, office, services and employment activities along the SE 82nd Drive Corridor and the Clackamas Industrial Sanctuary.

Action:

- build local overpasses (maximum two lane to prevent short-cutting by commuters)
- Extend Janssen from Johnson Road to SE 82nd Drive
- Extend Clackamas Road from Johnson Road to SE 82nd Drive
- Eliminate signalized intersection of SR 224/212 with SE 82nd Drive* by building SR 224/212 over SE 82nd Drive and then provide mini off/on ramps (right turns only) immediately east of SE 82nd Drive that links south into the shopping center (entry light into the Fred Meyer Shopping Center and also north side links to Hood Street. Then

provide signalized intersection at SE 82nd Avenue and Hood Street (post office). Note this area could become a future Transit Oriented District. It could also better serve the Estacada Express Bus by providing a sheltered mini-transit center at 82nd Drive for Kiss-drop off, short term parking area (use of excess right of way and use under overcross). This location has full service within 1/4th mile of the intersection—food, lodging, gas, shopping, offices.

6. Provide missing sidewalks in Clackamas neighborhoods (primarily on through streets)

Purpose: within many areas of the Milwaukie and Clackamas areas, citizens will not walk to destinations because there are not sidewalks. Many of our through streets have no sidewalks and people are forced to walk along the bike lane or a gravel shoulder (or nothing in some of our narrower rights of way—many only 40 feet of r/w). We should set a high priority on walkable streets within 1/4th mile of every school in the neighborhood and along the entire stretch of SE 82nd Drive. We should set a secondary priority on walks to the park within 1/4th mile. We should provide an improved waiting area for the bus stops, especially school bus stop locations.

Action: provide a side walk on at least one side of the street within 1/4th mile of the following schools:

- Bilquist Elementary
- View Acres Elementary
- Clackamas Elementary
- any Charter school with more than 100 students
- Alder Creek Middle School
- Sabin-Schellenberger Campus

7. Salmon recovery mitigation in the Kellogg-Mt. Scott Watershed.

Purpose: The watershed is on the 4(d) List (ESA) for salmon recovery. There are no salmon in the streams not only due to the health of the Kellogg-Mt. Scott stream environment and habitat and watershed, but also because its access is physically blocked at its mouth as Hwy 99E crosses the creek. The watershed has a serious problem with flash conditions and loss of ground water available during the spring and summer, into the early fall. Further implementation of road building and improvements without improving the watershed constitutes a "taking" under the Endangered Species Act that could lead to building moratoria until mitigation is evident.

Actions:

- Open the front door (Hwy 99E crossing Kellogg Creek)(remove dam under Hwy 99E);
- remove culvert and road crossing barriers to fish and wildlife corridors;
- reduce flashiness by retrofitting existing structures (downspouts and drainage improvements, and older local roadways);
- introduce ground water recharge programs, including reuse of cleansed sewer, irrigation of major tree stands and open areas;
- continue major plantings of native trees and understory not only along the stream and drainage corridors, but also through the neighborhood (along streets and front and rear yards, reducing impervious surfaces in parking lots by tearing up asphalt and creating more planters and non-impervious hardscape).

8. Environmental mitigations of local collector streets and urban runoff

Purpose: Many local and through streets still deposit surface runoff directly into our streams and the Kellogg and Mt. Scott Creek and their tributaries cannot be kept clean and healthful for fish. In fact, the county and cities are writing off many storm events greater than the 2-year event with excuses that the volume of water being flushed through the "system" (i.e. downstream habitat) does not adversely affect water quality (TMDL). However, we all can embarrassingly watch the Willamette River through downtown Portland look like a reddish orange open sewer because of this policy and the ag and forestry soil erosion resulting from more intense rain events. We should

be concentrating on achieving a 100 year event "cleansing" strategy so that our garbage and filthy water is not ending up in the Lower Columbia and Lower Willamette estuaries as it is now.
Action: construct 100 year detention systems, coupled with open space needs and significant plantings and preservation of upland forest lands.

9. Development of regional open space and trail "systems" (Ribbons of Green)

Purpose: To appreciate the benefit of nature on our livability and survival the regional open space and trail systems must be implemented.

Action: Regional open space systems:

- Kellogg Creek Corridor from its mouth (downtown Milwaukie) to Johnson City and headwaters at I-205;
- Mt. Scott Creek Corridor from Kellogg Creek to:
 - Mt. Talbert
 - Bowl in Happy Valley
 - Regional center and as far north in the drainage system as Johnson Creek Blvd. (Phillips Creek and regional mall "creek" at least to the LRT station within the Mall). The key here is that people need to SEE and experience the drainage corridor as they move sequentially through the most urban part of the county;
- Oatfield Ridge from Kellogg Creek area to roughly Webster Road
- Clackamas Ridge from Mt. Talbert easterly along the ridge to Rock Creek and then toward City Center Damascus
- Completion of the Trolley Trail to link Springwater Trail to Gladstone, across the Clackamas River into Oregon City, and southerly to Canby and southeasterly to Molalla.
- Completion of a system that will allow one to hike along the Clackamas River from the Willamette River to Estacada.
- Completion of a trail system along the Willamette River from Oregon City to Sellwood, including a link to downtown Lake Oswego from either Milwaukie or Oak Grove (via the r/r bridge crossing and/or a new road crossing)

10. Extension of the I-205 Light Rail to SR 213 (Oregon City) and beyond, including the revitalization of the urban area of SE 82nd Drive and roughly the I-205/SR 224/212 (Clackamas Highway). This extension would occur BEFORE any development of the Sunrise Corridor, but would be concurrent with improved truck access to I-205 from the Industrial Sanctuary.

11. More aggressive development of a grid street like system within the Clackamas Regional Center area generally west of 92nd Avenue, south of Johnson Creek Blvd, easterly of an approximate Fuller Road corridor (about a 1/4th mile west and parallel with 82nd Avneue) and northerly of Mt. Scott Creek.

Purpose: This area should receive considerably more planning and CIP funding commitment than either the development of Sunnyside Road and 172nd Avenue in the Happy Valley/Damascus area. **This regional center should accommodate at least 20% of the growth projected by 2035 under the Metro "New Look" while not generating a significant amount of vehicle trips along the existing arterials/through streets leading into and out of this described approximate 3 square mile area.** If the county is to absorb roughly 360,000 new citizens, then we have a need for a really "new" regional center supporting up to 60,000 to 70,000 people. This means significant mixed use to support housing for an average 30 citizens per acre. Assuming an average of probably 1.5 persons per household, we would need on average at least 15 dwellings per acre which is a very modest density, varying to a low density multi-family complex of 2 and 3 story to mod to high rises for specialized housing demand (elderly citizens, empty dwellers, some families, etc.). If our Community Leaders thought real hard there is a good opportunity to even plan grander by going after 100,000 citizens in the regional center area. This density would begin result in mid rises and some high rises, visible from downtown Portland in reverse. Today, the county's Comprehensive Plan does not achieve this goal. **Other cities in the county and other unincorporated areas of the urban county would then absorb about 80% of the need outside**

the regional center or about 288,000 citizens. There would be NO Urban Growth Boundary Expansion, but areas could annex to cities if developed within Region 2040 context (no rogue cities):

--Milwaukie	20,000
--Gladstone	15,000
--Oregon City	40,000 (build up Red Soils area into serious town center)
--Lake Oswego	20,000
--West Linn	20,000
--Wilsonville	30,000
--Happy Valley	30,000
--Damascus (already planned for 60,000 not counted toward "New Look" projection)	
--urbanization of area around Clackamas Community College (Beavercreek area)	30,000
--Remaining approximate 83,000 would find housing in Oak Grove/Oak Lodge, Southgate area, unincorporated Milwaukie/Clackamas Area, a TOD along the I-205 LRT at Clackamas Highway, may some mixed use in Clackamas Industrial Sanctuary (note: Stafford Area would remain low density and there would be a push to contain Urban Growth boundary with an option to "grow" Estacada, Canby and Molalla by 5,000 each)	

Action: Local legislative action

- Amend the County's Comprehensive plan to address a focused growth strategy that would target population and land use landforms in each TAZ (Transportation Analysis Zone).
- Amend CIP plan for Transportation system (peds, bikes, transit, roads, etc.) to focus improvements first toward the regional center and existing city centers. Funds for outlying areas of Happy Valley, Damascus, Estacada, Molalla and Canby would be through aggressive System Development Charges (at least double or triple the fees paid today).
- Establish targeted sidewalks and bike lanes/trails with emphasis on off-street (no curb tights) system with extensive street tree plantings.
- Offer incentives for mixed use in targeted areas (using waiver of development fees, permit fees and inspection fees) and consideration of property tax deferrals for the first 10 years after construction of housing.
- Free transit passes for regional center residents within their transit zone

12. Funding strategies such as value pricing, tolls, fees, property assessment will NOT be accepted by the general public. Increase support of transit passes and less support of ON-SITE parking or parking fees would support less commuter congestion.

However, there seems to be a history in Oregon where citizens are willing to pay major bridge tolls. Perhaps funding the I-5 Crossing of the Columbia River would be acceptable. Toll roads for new highways would not be acceptable. Further, such tolls tend to put the average and low income households at a disadvantage (fairness in mobility).

13. Investment in freight mobility should be concentrated upon our rail system, NOT truck routes. Our rail system is in dire need of upgrades for safety and efficiency. Trucking mobility has been the recipient of past investment to the detriment of rail. This must be reversed.

The Portland region is certainly a world global center of trade in many respects. However, because of it limited shipping access (deep port access), we are fooling ourselves that it makes sense to deepen the Columbia River and Willamette River for a few more ships per year. We cannot compete with other coastal ports who enjoy NATURAL deep water port locations, such as Seattle-Tacoma, Vancouver BC, San Francisco, Los Angeles-Long Beach, San Diego. Instead we should focus on a sustainable niche that is compatible with our environmental limits. We can certainly improve our rail system to provide more capacity along the existing corridors. This investment would be much more cost effective and also offer interstate passenger rail improvements.

Reflection

For these reasons, we should be thinking twice about adding lanes on the EXISTING freeways and widening and enhancing interchanges. Some interchanges planned, such as the I-205/Sunrise/Milwaukie Expressway Corridor is an overkill in engineering and design. It is not needed and is growth inducing. Providing expressway improvements to Cornelius Pass from US 26 to US 30 is just a foot in the door excuse for a Western Bypass. Straighten out some of the curves, but keep the speeds to 35 to 40 mph in the steep, hilly sections.

We must start thinking about an arterial either being an arterial or local street, such as TV Highway or McLoughlin and the Milwaukie (NOT so) Expressway.

We should not be building new freeways because they will induce growth in the wrong direction and force expansion of the Urban Growth Boundary.

I do support building up our satellite cities around the region (such as Banks, North Plains, Gaston-Yamhill, McMinnville, Newberg, Canby, Woodburn, Aurora, Canby, Molalla, Estacada, Sandy), but only in a manner that does not permit sprawl. We are already seeing where Hillsboro and North Plains are growing together, or Oregon City and Canby. We should protect the existing open lands in between for ag, nursery and forestry.

**Kellogg Creek Dam Removal
 Funding Strategy
 McLoughlin Blvd. Bridge Replacement/ US Highway 99E
 Milwaukie, Oregon**

Matching Trust Program (starting with Metro Open Space Bond Grant of \$500,000 Phase One)

Federal Agencies

US Corps of Engineers	\$50,000	
EPA Grant	\$50,000	
NOAA/NMFS	\$50,000	
US F & W	\$50,000	
Tribes (Grand Rhonde, Warm Springs)	\$50,000	SUBTOTAL = \$250,000

BPA/NW Power & Planning Council	\$1,000,000
Congressional Lobby Grant (Hooley)	\$500,000

Total Federal Share \$1,750,000 (not including transportation funding)

State

ODOT (bridge/segment modernization)	\$3,000,000	
Watershed Enhancement Board grant	\$100,000	
ODF&W	\$50,000	
DEQ (water quality enhancement)	\$50,000	SUBTOTAL = \$3,200,000

Total State Share \$3,200,000

Regional

Metro 2006 Open Space Bond Grant	\$500,000 (Phase Two)	
MTIP (2009-2012 cycle earliest)	\$1,000,000	
LRT PDX – Milwaukie mitigation (or contribution from Port of Portland)	\$500,000	SUBTOTAL = \$2,000,000
Total Regional Share	\$2,000,000	

Local

DTD Road Impact mitigation, SDCs	\$400,000	
DTD Watershed planning	\$50,000	
CCSWCD (portion of property tax)	\$50,000	
CCSD#1 SWM 10% monthly service Over three year program set-aside *	\$1,000,000	
NCPRD (FY 2010) **	\$500,000	SUBTOTAL County/Unincorp = \$2,000,000
City of Milwaukie *** TSP CIP	\$500,000	SUBTOTAL Milwaukie \$500,000
City of Happy Valley, Johnson City And Gladstone contributions	\$200,000	SUBTOTAL Other Cities \$200,000

Total Local Agency Share \$2,700,000

Utilities Relocation

PGE

Northwest Natural

Cable/telephone companies

CCSD#1 Sewer

Municipal Water lines

Project Funding Recap

Phase ONE: Metro provides “seed” from Metro Open Space Bond Proceeds Fund (\$500,000) for creating value and matching incentives in a “Trust Fund” for a 5 year period (2008-2012)

Phase TWO: Governmental agencies and utilities provide matching commitments for construction in 2011-2012. Congress returns in 2009 to craft a six-year bill that authorizes transportation spending nationwide. Federal Agency budgets/submissions should be done before next summer, especially for use of transportation funding.

\$1,750,000	Federal
3,200,000	State
2,000,000	Regional
2,700,000	LOCAL (County, Cities, Special Districts) [Utilities Relocated at agency/utility company cost]
\$9,650,000	Phase Two Total

Total Project Funding Phase One and Two = \$10,150 (allowing for some inflation)

* FOOTNOTES: CCSD#1 SWM monthly service fee intake is about \$3.5 million/year. Allocating about 10% of that income over three years would generate about \$1 million. This major contribution would enable fish to access the watershed within the jurisdiction of CCSD#1 (development within CCSD#1 has downgraded the watershed over the years; opening the dam will allow fish an opportunity to return to the watershed and the CCSD#1 an ability to analyze the benefits of its past investments on habitat restoration.

** FOOTNOTES: North Clackamas Park and Recreation District program either increases funding revenue through grants; adjustments of CIP priorities; or new Natural Areas Program. Project within district and would benefit the district and city of Milwaukie’s plans for regional trail from downtown Milwaukie at the Waterfront Park to Mt. Talbert, the Bowl in Happy Valley and Rock Creek in Damascus. Kellogg-Mt. Scott Creek greenway recognized by Metro 2040 Concept Plan

***FOOTNOTE: The City of Milwaukie has received a \$1.5 Million MTIP project approval for US Corp Study and Preliminary Engineering. The city also has the bridge reconstruction as a CIP proposal that they submitted to the Metro RTP 2035 project for inclusion. This project is identified as RPT 2035 Project # 10098 and 10101 which includes about \$4 million for entry into Riverfront Park/service drives and then \$9 million for Hwy 99E bridge replacement under “Kellogg Creek Dam Removal/Bridge Bridge Replacement/Milwaukie TC River Access Improvements” (Metro Fall 2007, RTP 2035). There is no identified funding source for the city’s project, hence the reason for the multi-agency strategy

PARTIAL TRANSCRIPT OF METRO COUNCIL MINUTES NOVEMBER 1, 2007
PUBLIC HEARING PORTION FOR 2035 REGIONAL TRANSPORTATION PLAN UPDATE

Council President Bragdon opened a public hearing.

Jim Gardner, 2930 SW 2nd Portland OR 97201 provided his testimony for the record.

John Perry, 3430 SW First Portland OR 97201, followed up on Mr. Gardner's comments. He submitted a Here's What the Study Area Looks Like Today, alternative 5A Concept Design and Alternative 4: Naito Parkway as a Limited Access Boulevard. He talked about these alternatives and specifically talked about issues with Alternative 4. He noted there were very few bus stops. He talked about the plan that was adopted by the City Council of Portland, 5A and urged support for 5A. It met many of the goals of the Regional Transportation Plan.

Noelle Dobson, 315 SW 5th Suite 202 Portland, OR 97201, provided her testimony for the record.

Councilor Hosticka said he wanted staff to talk more about the project that Mr. Gardner and Mr. Perry talked about. Councilor Liberty said he looked forward to the discussion about criteria.

Terry Parker, 1527 NE 65th Portland, OR 97213, said the funded projects should be based on the need, on where growth was going. He urged more investment in highways and throughways. He said reducing congestion was a must in the whole mix of things. He suggested one mode should not displace another mode. He recommended bus pullouts. To ensure equitability, bicycle riders should be licensed and taxed, transit users should pay a greater share of transit costs. Citizen participation should be more objectives.

Fred Nussbaum, 6510 SW Barnes Rd Portland, OR 97225, provided his testimony for the record.

Councilor Liberty said they had a debate about urban forum in September concerning corridors and centers. He asked which would work better. Mr. Nussbaum said there was a need for both transit alternatives.

Lenny Anderson, 4567 N Channel, Portland OR, said his first reaction to preliminary goals and objectives was that he was pleased. He thought the list of projects looked like it was written by a different group of people than Chapter 1. When you did analysis, the more affordable ways were the most effective. He talked about freight movement. They moved freight on Swan Island by helping people not bring their cars to Swan Island. This was a way to improve freight movement. It was essential that we develop a document that continued across the river. This needed to become a bi-state plan. Councilor Liberty asked about efficiency measurements that made sense to him. Mr. Anderson said measurement of freight volumes, understand and monitor the mode split of cars and freight. Why didn't we look at understanding how that bridge was being used and look at strategies to increase freight movement. Council President Bragdon talked about his comment on the different RTP chapters.

Francie Royce, 1854 NE Aspen, Portland OR, said given the goals of human health impact and transportation choices, trails were an important component. They believed the North Portland Greenway Trail was an essential piece to the RTP. She talked about a feasibility study. They supported seeing the RTP include the North Portland Greenway Trail.

John Putman, 1216 NW 25th Portland, OR 97210, said he was here to talk about the part of the RTP that talked about the elderly and disabled transportation. He said they needed to take a stronger look at transit

modes that supported the elderly and disabled. He talked about the cab industry and how many were hauling the elderly and disabled. He added that he had never taken a supportive lift ride. He had used light rail and streetcar, fixed routes. He asked how were we going to continue to keep the cost of where it was at today, as elderly and disabled numbers increase. Councilor Liberty asked clarifying questions. He also talked about needing more information on this issue. Mr. Putman said today we needed to go further. We were hauling at least 60,000 elderly and disabled a month.

Carol Cheserak, 13300 NW Germantown Portland, OR 97231, said the RTP had tons of impressive work. She talked about upgrades to Cornelius Pass Road between Hwy 30 and milepost 3. This road ran through Forest Park. She talked about the negative impacts on the wildlife corridor. She suggested some kind of accommodations for wildlife crossings. She felt we needed to be consistent with Metro's other goals and objectives. Staff had done a good job but they had a very thin set of road kill. She had specific suggestions to upgrade the overall projects and plan.

Council President Bragdon closed the public hearing.

Date: November 12, 2007

To: Metro

Re: Comments on RTP Federal Component Draft

From: Carol Chesarek
13300 NW Germantown Road
Portland, OR 97231

President Bragdon and Councilors,

I live in Councilor Burkholder's district and in the Forest Park Neighborhood.

Project ID #10396 would upgrade Cornelius Pass Road (CPR), adding passing lanes and shoulders, from Highway 30 to Milepost 3, at a cost of \$37 million. This would effectively double the width of the pavement for what is currently a 2 lane rural road.

This section of CPR cuts across a well known wildlife corridor between Forest Park and the Coast Range, in an area that's a Tier I Target for the Natural Areas Bond and that is noted as a significant natural feature on the New Look Natural Features Map. But the RTP project description says it is not a Habitat Conservation Area, that Potential Mitigation Activities are N/A, and Goal 6 Environmental Stewardship is also N/A (probably because the project would have a negative impact).

I think the base project is probably fine, but because of it's location it also needs to include improved wildlife crossings for CPR. Providing safe wildlife passage across the roadway should be a required element of this project, otherwise it will become a death trap and barrier for animals and will also put humans in cars and hazardous materials in trucks at risk. An improved wildlife crossing would also be consistent with Metro's Natural Areas Bond investments.

I have similar concerns about project ID #10221 to widen Skyline Boulevard, adding bike lanes and shoulders. Some of this project lies in another Natural Areas Bond target area. This work seems likely to disrupt wildlife movement between Forest Park and the high quality wildlife habitat on the southwest side of the hills, will require tree removal, and may require replacing drainage ditches with stormwater pipes. The RTP project description doesn't show any scores under Habitat Conservation Area or Potential Mitigation Activities Identified, and the project is rated as High for Goal 6 in spite of potential impacts to the wildlife movement and the watershed.

I suspect that a better process and data may be needed to identify RTP projects that will have a negative impact on wildlife corridors. We shouldn't be relying on the wildlife expertise of local transportation planners and a very thin set of road kill data for deer and elk to identify important wildlife crossing areas. This feels like where we were 20 years ago on transportation impacts on riparian areas or planning for bicycle and pedestrian infrastructure – we have a lot to learn before we're good at it.

Metro has done a good job of showing local planners how to construct wildlife crossings with "Wildlife crossings: Rethinking road design to improve safety and reconnect habitat" by Portland State University (prepared for Metro) in June 20003. But unlike fish, who stay in easily identified riparian areas, terrestrial wildlife move around and we don't have good data about on what areas they use. We need better information about where wildlife cross roads. Smaller animals like flying squirrels or herptiles like salamanders may cross roads in different locations than larger animals like elk, and they may need different forms of mitigation.

Some questions for Metro to consider:

Should there a way to measure the negative impact a transportation project might have on an RTP goal? Currently we measure only positive impact on goals and ignore negative impacts. This may be most applicable to Goal 6.

Should there be a broader definition for Habitat Conservation Areas (HCAs)? Should any Goal 5 resource be considered an HCA? Should the Natural Areas Bond target areas be considered HCAs? How can we accurately identify important habitat that lies beyond Metro's boundary and Goal 5 inventory (like CPR) that may be affected by RTP projects?

Should biologists be hired (perhaps with Nature in Neighborhoods funding) to identify wildlife types and the locations where they need to cross roads so we have an inventory of important wildlife crossings that deserve attention? These locations might include a list of existing problem areas that need mitigation, like the list of problem culverts created in 2002. Metro's Regional Parks and Greenspaces group may have some useful information about wildlife crossings from their work on the Natural Areas Bond. I know that Lori Hennings is working to map wildlife corridors, but this work appears to be based on educated best guess not field data. Perhaps motion triggered cameras or scientific road kill surveys could be used to locate or verify wildlife crossing locations.

For Cornelius Pass Road, Skyline Blvd, and other projects in our area, Forest Park Neighborhood could collect information from local residents that would help locate road crossings used by larger animals. We have already mapped locations where live elk have been seen in the last few years (Lori Hennings and Will Eadie both have digital copies of this map). We could start a new project asking area residents to record where they see both road kill and live animals crossing roads if that would be helpful. Our elk map includes sightings close to Cornelius Pass Road that might be a useful place to start planning wildlife crossings.

Do transportation planners need more help designing road crossings appropriate to the wildlife that will use them? For example, flying squirrels or herptiles like salamanders may need different mitigation facilities than elk.

Thank you for your consideration.

Carol Chesarek

Jim Emerson asked me to add his name to these comments. His address is 13900 NW Old Germantown Road; Portland, OR 97231

Noelle Dobson November 1, 2007

President Bragdon, Metro Councilors, thank you for the opportunity to speak today in support of the policy framework of the 2035 Regional Transportation Plan. My name is Noelle Dobson, I live in Portland, and am here today to speak to the impact that this transportation policy and the projects that result from it will have on the human health of Metro residents.

I work for CHP: OPHI. Our organization works to address the impact that the built environment and our community design has on health, specifically on our opportunities to be physically active, to access healthy food, to live in safe housing and to breathe clean air. On behalf of several partner organizations including the Northwest Health Foundation, State Dept of Health, and Kaiser Permanente

I want to thank you for showing your commitment to this important issue by including Human Health as part of the goals and objectives in the policy framework.

The debate is essentially over on whether or not our transportation and land use systems impact human health. The research from both the public health and planning fields clearly shows that how we built and manage our communities influences health behaviors and health outcomes. I want to again thank the Council and Metro staff for your foresight to be considering this health impact as you move forward with transportation projects for the next several decades.

In addition to human health, it's very significant that there is a goal on equity in the framework. We know from research in our region that the trend is for our most vulnerable/disadvantaged populations to be moving to areas that have more incomplete street networks, fewer transportation options, higher number of traffic accidents (?) and poorer air quality. What's more, land use patterns in these underserved communities often mean longer commute times to get from housing to employment, which then makes these communities more reliant on a transportation system that isn't serving their needs.

There are places in our region that can serve as great examples, but only until we are explicit about our goals for an equitable and health-promoting transportation system will our system's benefits extend to everyone.

Before closing I'd like to make one final point. Now that the policy framework lays out health and equity goals, activities and measures—, the question is whether these goals and objectives will actually be considered when developing the list of future projects. Let's make sure we have meaningful performance measures that really give us information to assess health impact.. I urge Council and your partners to please use health and equity outcomes as measures for selecting projects on the Financially Constrained List.

There is very real impact happening right now-chronic lifestyle diseases continue to rise and every day we learn more about the impact of our community surroundings on our health. We can't wait until the next RTP update to act, projects being prioritized and funded NOW must consider their impact on human health.

I appreciate the time Metro staff has already given to working with us on these issues, and hope that staff continues to be given direction to work with public health stakeholders through the stage of developing and using performance measures.

Thanks for the opportunity to provide comment, my colleagues and I will be providing written comments by November 15th.

Jim Gardner Testimony before Metro Council
November 1, 2007
Public Hearing on Regional Transportation Plan Update

Well, it's been a while since I last sat in this room – good to be back. It feels even better to be talking about the RTP. It's transportation choices determine how well we manage future growth and shape the environment we leave our children.

I want to talk about choices, because making choices is the essence of what you do for our region. I sat on your side of the table, on the Council, from 1985 to 1995, and we faced a lot of critical choices back then. I'm proud that I helped shape the original 2040 Vision that led to the Concept and then the Framework Plan. And we took the first steps toward integrating Metro's transportation planning with planning for current and future land use.

I've read over the draft RTP, thinking about the 10 new goals, and the objectives and action items. I want to offer my strong support for taking this approach, and urge you to advance the plan forward for state and federal endorsement. I especially support how the goals address building vibrant communities and compact urban form, how they recognize the importance of providing a wider range of transportation options, and how they promote environmental and individual health.

Which brings me to why I'm here today. As you know, the draft RTP contains a list of specific transportation projects that might plausibly be done with the financial resources available to the region. However, a project with which I'm very familiar, one that would help achieve several of the RTP goals and objectives, was not placed on this "financially constrained" list. This is **project # 10235**, identified as **South Portland Improvements**. In a nutshell, this project moves traffic at the west end of the Ross Island Bridge onto a more direct route, it eliminates the current spaghetti maze of ramps, and it downsizes the southern end of Naito Parkway. This would decrease congestion and remove significant barriers to transit and bicycle use. Even better, about 6 acres – 6 city blocks - of previous right of way would become available for new housing and neighborhood businesses. Keep in mind this is a mere stone's throw from downtown Portland, much closer than South Waterfront.

As a former JPACT Chair, I understand some of the dynamics involved in sorting out priorities among the region's many jurisdictions. I know there's far too little money to do everything. I also understand, however, that once this RTP has passed State muster, Metro will do more detailed modeling to measure the performance of various combinations of projects. The basic yardstick will be how these achieve the goals and objectives of the RTP. I'm asking you, the Metro Council, to put project 10235 on the financially constrained list so that it can be fairly evaluated when this modeling is done. I am confident that this project's broader urban design, environmental, and community building benefits will shine through.

You have, or will be given, copies of the PDOT study that developed the project I'm talking about. I know you're buried with more information than you could possibly read, but please give this just a few moments. I'd be very happy to respond to questions if you have any now.

From: "Karen Frost" <karen@wta-tma.org>
To: <rtp@metro-region.org>
CC: <brent_curtis@co.washington.or.us>, "Andy Back" <andy_back@co.washington...>
Date: 11/14/2007 1:08 PM
Subject: RTP comments

Testimony given Thursday, November 15 to Metro Council

It is my pleasure to comment on the 2035 Regional Transportation Plan, Federal Component, for the Westside Transportation Alliance. We are the transportation management association in Washington County.

The WTA does not lay concrete and asphalt, yet we and other organizations working with the Regional Travel Options group expand the capacity of our current road system by shifting car trips to transit, walking, biking, ridesharing and telework. With declining funding sources, declining energy resources, increasing growth and increasing global warming, it just makes good sense to invest in the least cost and most beneficial solution to moving individuals around the region while making way for business deliveries and freight movement.

We are pleased to see auto trip reduction outcomes woven into every one of the RTP Goals expressed in words such as vibrant communities; prosperity, transportation choices; efficient management of the system; safety, environmental stewardship; health; equity; and sustainability. We TMA's and members of Regional Travel Options are poised to develop bold incentive programs to complement the region's physical investments in transit, street connectivity, and biking and walking connections.

Please accept these two suggestions as we all drill down to the details in the next phases of the RTP:

1) Successful trip reduction programs depend on responsive employers whether the carrot or the stick comes from regulation or from vocal employees, customers and investors. To further validate their importance, I suggest bringing employers into the early stages of the transportation study process of a new development project. Instead of assuming that adjacent streets will have to be widened to five or seven lanes to accommodate increased trips, the transportation study could quantify how many new trips each employer or household would have to reduce in order to avoid the widening. The TMA could be written into the transportation study to orchestrate resources, incentives, trip planning, ridesharing and shuttles thereby enabling employers to meet their goals.

2) Regarding the Performance measures for Goal 2: Sustain Economic Competitiveness and Prosperity - Develop a cost of congestion measure

Along with giving a value to time stuck in traffic, I suggest measuring the cost benefit to all people riding transit, walking and biking. If one can quantify the value of sitting in traffic then one can certainly quantify the value of getting 30 minutes of biking exercise plus 20 minutes of reading the Metro section or the Great American Novel in a typical trip from Southeast Portland, to downtown, to Beaverton Central MAX Station. There are many people who value this kind of commute time and have even written masters theses on MAX.

Thank you for the opportunity to comment on the RTP. I look forward to doing our part to make it a reality in the coming years.

Karen Frost
Executive Director

Westside Transportation Alliance

We're located at The Beaverton Round ---- a few steps from the Beaverton
Central MAX platform.

Beaverton Round Executive Suites

12725 SW Millikan Way, Ste. 300

Beaverton, OR 97005

503.906.7961

Fax 503.906.7911

Please visit our web site: <http://wta-tma.org>



METRO

Today's date: 11-1-07

Comment Form

DRAFT 2035 Regional Transportation Plan (Federal Component)

(Starred items are *required* for inclusion in the public record. *Please print.*)

Name:* SIDNEY SMITH

Address:* 1910 NE 30th Ave, Portland, OR 97212

Affiliation private citizen Racial/ethnic identity: _____

Email: sid@absoluteimages.org

Include me in your list of interested parties. (These lists are not shared with any other organizations or used for any other purpose.)

Are the proposed goals the right ones? If not, what would you change?

Are the proposed investments the right ones? If not, what would you change?

How should future transportation dollars be raised?

Other comments? (attach additional pages if needed):

safe passage for bicyclists to Sauvie's island is needed.
can we build a bridge at Delta park?
or ~~that~~ not make a trail through the oil tanks along
by Hwy 30??
Sauvie Island is a big destination for bicycles. Hwy 30
is DANGEROUS.

PARTIAL TRANSCRIPT OF METRO COUNCIL MINUTES NOVEMBER 8, 2007
PUBLIC HEARING PORTION FOR 2035 REGIONAL TRANSPORTATION PLAN UPDATE

Deputy Council President Liberty opened a public hearing on Resolution No. 07-3831.

Gene Rummel, 4317 SE Pine Portland OR 97215, asked Council, how many took MAX to get here? No one raised their hand. He talked about safety issues on the MAX lines. He urged focusing on safety. His friends and he were old and were afraid to ride MAX at night. He noted how often ticket machines were not working. That meant that our tax dollars were paying anytime the machines were not working. He also talked about the lack of cleanliness at the stations. He urged Council to go out and see what was happening on the streets and on the MAX lines. He suggested a volunteer program to check ticket machines and patrol the lines. He acknowledged that Gresham was finally doing something about safety. Councilor Liberty said they took these issues seriously and had been working with TriMet to improve safety.

Robert W. Behnke, 11895 SW Burnett Lane, Beaverton OR 97008 provided his testimony for the record. He noted his two-page handout. Metro could do a much better job by using today's technology. Councilor Park talked about the technology in the 1980s. He felt Metro staff did a good job. Technology would continue to change and get better. Mr. Behnke suggested using some of the new models and new technologies to compliment what we had right now.

Dick Schouten, Washington County Commission, 155 N First Avenue Hillsboro OR 97124 congratulated Councilor Collette. He talked about the executive summary concerning geopolitical instability. He also suggested asking questions about supply and demand for oil. He suggested extending that bullet. Second, there was some discussion in the text about getting beyond the level of service as an indices. He agreed with this suggestion. Councilor Burkholder suggested he speak with his fellow Commissioners and incorporate their comments as well into the Plan. Councilor Liberty asked Commissioner Schouten what he thought peak oil meant? Commissioner Schouten said Metro's New Look was looking 30 years out. He felt there would be significant changes over that period time. He was not sure what impact but it was clearly going to have an impact on the demand.

Robert Bailey, 7455 NW Helvetia Rd Hillsboro OR 97124 did not testify but provided his comments for the record.

Johnathan Schlueter, Westside Economic Alliance, 10220 SW Nimbus Tigard OR 97223 provided his testimony for the record. Councilor Burkholder talked about the Regional Freight and Business Task Force, which had included their comments in the plan. Councilor Park commented that the task force was a very dedicated group of limited duration. In the end he had asked them about next steps. The Task Force said they wanted to focus regionally. The information they provided offered prospective on the freight system. They wanted to make sure that the freight and goods moved around the region effectively. Mr. Schlueter acknowledged the fine work the task force had done and hoped their comments were integrated into the Plan.

Lawrence Odell Washington County Dept of Land Use, 155 N. First Avenue Hillsboro OR 97124 summarized Commissioner Roy Rogers, Washington County, testimony (a copy of his letter was included in the record). Councilor Burkholder thanked Washington County for providing leadership on the local level. He acknowledged that this was a living, evolving document. Mr. Odell added that he didn't want them to assume they opposed the process. He just urged performance measures. Councilor Park talked about west side freight movement. Mr. Odell said there was disagreement on Hwy 217 as an important route. Councilor Liberty commented on consequences of investments.

Brian Wegener, 12360 SW Main Suite 100 Tigard OR 97223 said he was from the Tualatin Riverkeepers. They had a 10-year anniversary to celebrate the Green Streets. He felt that we could clearly do more on storm water treatment. He provided a history of what had happened over the past 10 years on Green Streets. He talked about significant events. Councilor Burkholder asked about the intent of the comments he had submitted earlier. Mr. Wegener suggested in the Tualatin River Basin, we restore the natural ground water. It helped the surface water system.

Deputy Council President Liberty closed the public hearing.

The First "Enlightened Community" Region in the U.S.

Executive Summary

If "YourRegion" acts promptly, it will be able to get the private sector and federal, state and local government agencies to provide almost all of the resources that will be needed to develop a new, easy-to-use, Enlightened Community (EC) system. Use of this multi-purpose EC system will greatly enhance the quality of life of those who live in urban, suburban or rural communities by providing many new personalized services -- including door-to-door, public transportation services and anytime-anywhere, voice, data and video communications services -- that can:

- Reduce traffic congestion, gasoline consumption, air pollution, parking, mobility and emergency-response problems significantly, at a low cost to both users and taxpayers;
- Create many new business, employment, education, short-term volunteer, travel, recreation and other opportunities for local residents, at a low cost to both users and taxpayers; and
- Improve the delivery of people, goods (e.g. medicines, meals, groceries), information and other life-enhancing services throughout each community, at a low cost to both users and taxpayers.

YourRegion and its public-private "partners", both domestic and foreign, will also be able to generate significant new revenues by licensing their proprietary EC software packages to towns, cities and counties around the world. This approach will not only provide funds for a variety of other important projects in YourRegion, it will enable residents of many other communities -- in the U.S. and elsewhere -- to enjoy the benefits of low-cost, handheld Communicators (e.g. new cell phone-computer devices, more advanced than Apple's "iPhone") and new, low-cost, high-performance, mobile communications services (e.g. based on Intel's latest WiMAX technologies), in a rapid and cost-effective manner.

Limitations of Conventional Public Transportation Services

Traffic congestion now costs Americans on the order of \$100 billion per year in wasted time, wasted fuel, higher pollution levels and higher inventories. It is growing almost every year and it adversely affects the quality of life of almost everyone. Unfortunately, new rail, bus and dial-a-ride transit services often require capital and operating subsidies of \$20 (in 2007 dollars) for each additional passenger trip that they provide. Since the average car in the U.S. provides approximately 1,500 passenger trips per year, these conventional transit projects cost taxpayers on the order of \$30,000 per year to take a car off the roads. In fact, one light-rail line project in the western suburbs of Portland, Oregon has cost taxpayers over \$300,000 per year (i.e. over a \$200 subsidy (in 2007 dollars) for each additional transit passenger trip it has provided) for every car it has taken off the regions increasingly congested roadways. When population growth adds cars to roadway networks faster than transit can take them off, traffic congestion increases.

Ten years ago, Tri-Met admitted that its public transit services in Portland's suburban communities were inadequate and that it could not rectify this situation by merely adding conventional rail, bus and dial-a-ride services. The taxpayer subsidies required per passenger trip would be much too high in communities where most residents live in single-family, detached houses. In Tri-Met's words: "It is not enough to simply provide more transit service in the suburbs. What's needed is a different kind of transit"...and "About 70% of (the region's) future growth will be in the suburbs...If Tri-Met doesn't improve and diversify its suburban transit services, it will fail as a regional agency"... To date, neither Tri-Met nor any other U.S. transit agency has found a way to provide most residents of suburban, rural and low-density urban communities with public transportation services that are both user-friendly and taxpayer-friendly.

Tri-Met and other U.S. transit agencies also have a problem providing transit services that are both user-friendly and taxpayer-friendly on some bus and rail routes -- even in higher-density urban areas -- when (e.g. late at night) the demand for these services is low or where the demand for these services is highly peaked or highly directional (e.g. toward major employment centers and rail or major bus lines in the morning and away from them in the evening). This causes overcrowding and unpleasant travel conditions for many passengers during some hours and underutilized or idle transit personnel and equipment during other hours. Fortunately new, mobile-communications technologies have recently become available that can reduce all of these problems and make public transportation services much more attractive -- to both users and taxpayers -- in rural, suburban and urban areas. These same technologies can also be used to reduce traffic congestion and many other important problems in other ways.

Discussion

In the next few years, almost everyone who lives near a city or town in the U.S. can be provided with mobile, multi-media (e.g. voice, data, video) communications services for less than \$20 per month, including an easy-to-use handheld Communicator. Many "Good Neighbors" will not have to pay anything for these advertiser-subsidized, mobile communications services and many "Great Neighbors" will be able to earn or save hundreds of dollars every month by using these services. EC Communicators can serve as a cell phone, computer, TV set, radio, interactive teaching machine, music player, game-playing device, credit card, direction finder, textbook, novel, catalog, etc., even when the user is riding in a bus, train or automobile. The widespread availability of these low-cost, mobile communications services will improve local and regional transportation systems by: (1) making travel as a passenger in a carpool or transit vehicle more attractive; (2) encouraging greater use of online bill-paying, remote shopping, e-mail, distance learning, telecommuting and other e-commerce services, which will eliminate the need for many vehicle trips; (3) enabling the development of low-cost, door-to-door, Smart Jitney services to complement and supplement conventional transit and ridesharing services; and (4) getting more people to walk, bike or carpool with friends on a part-time basis, by providing much better backup transportation services when they cannot to use these options.

Smart Jitneys – A New Kind of Public Transportation

Smart Jitneys, sometimes called "single-trip carpools", are privately-owned cars, vans and other motor vehicles, whose drivers are "authorized" to provide – for modest fees, billed monthly – safe, comfortable, door-to-door transportation services for "authorized" people and parcels going in the same direction as the driver. Low-cost, low-subsidy, Smart Jitney services will primarily be available in travel corridors when or where increasing conventional transit services would not be cost-effective. Offering or requesting a Smart Jitney ride will be easy, usually involving the selection of only one item from a short list displayed on the screen of a handheld Communicator. "Good Neighbors" (e.g. those who ride or provide Smart Jitney services a few times a week, will get their mobile information services – including a Communicator – free each month. "Great Neighbors" (e.g. those who provide Smart Jitney services more frequently) will also be able to earn hundreds of dollars a month while driving to work, college, shopping centers, ball games, etc. Residents who ride Smart Jitney-enhanced public transportation systems more frequently – also "Great Neighbors" – will be able to save even more, after taxes, if they can eliminate the need for one of their family cars.

Conclusions and Recommendations

Smart Jitneys can eliminate -- at a low cost to both users and taxpayers -- major weaknesses in our existing transit, paratransit (e.g. dial-a-ride van, taxi, shuttle) and ridesharing systems, particularly in the low-density neighborhoods and communities where most Americans now live or work. Independent market research studies -- financed by USDOT and conducted by both university professors and state transportation researchers -- show that the availability of both Smart Jitney services and other low-cost, trip-reducing, Enlightened Community (EC) services would reduce the use of motor vehicles and traffic congestion significantly on existing roadways. EC systems, including Smart Jitney services, would also reduce gasoline consumption, air pollution and parking problems and the need to build as many new, land-intensive, highway lanes or add as many new, subsidy-intensive, transit services. In addition, EC systems would greatly increase the mobility and connectivity of those who prefer not to drive and those who cannot drive because they have disabilities or because they are too old, too young or too poor. One USDOT official described the Smart Jitney concept as the "breakthrough" that the U.S. transit industry has been seeking for decades.

If YourRegion wants to: (1) reduce traffic congestion and other important local and regional transportation, energy, environmental, education, emergency response and economic problems; (2) become an early leader in the emerging, multi-billion dollar, high-salaried, mobile-Internet industry; and (3) generate new revenues by helping to increase the quality of life of residents of suburban, rural and urban communities around the world; it should form a public-private "partnership", as soon as possible -- under one of several state or federal programs -- to design, develop, test and market the first three proprietary software packages that will serve as the foundation for all Enlightened Community (EC) systems. These packages will: (1) manage Smart Jitney operations; (2) integrate Smart Jitneys with existing transit, paratransit and ridesharing services; and (3) provide a local or regional billing-collections-and payment system for Smart Jitneys, congestion-pricing programs, and many other Smart Community services.

For more information contact: Robert Behnke, IT and ITS Consultant 503-754-6013 robertbehnke07@comcast.net

From: Christina Billington
To: Paulette Copperstone
Date: 11/13/2007 9:23 AM
Subject: Some of his comments had to do with RTP at November 8th Council meeting

Robert Bailey, 7455 NW Helvetia Rd Hillsboro OR 97124 said he was here as a citizen, a stakeholder and Chair of the Washington County Noise Control Task Force. As a citizen he commented that he lived outside of the Urban Growth Boundary and as such remain disenfranchised from voting on the Metro Councilor position at the same time he was subject to rezoning the last twenty-five years. He would like Council to keep under consideration those that were effected by Council's action but do not get an opportunity to vote. Second, he was a stakeholder in the Helvetia Industrial Plan area. During the course of Metro's hearings regarding that area there was promises made about mitigation where a hard edge would be created against rural lands. He had been attending the planning meetings for that process and there was no mitigation planning occurring. There was no communication between the Planning Department and code enforcement within City of Hillsboro. There was no coordination or communication with Washington County. He encouraged that there be that before the plan was sanctioned. They were also using maps that Metro maintains in their map room. In talking with the Metro map room, they discussed some of the flood plain maps weren't always accurate and depend on when surveillance cameras take pictures of the flood plain. He shared a map of the 1996 inundation on Helvetia Road and the map that Metro maintained had no purple area, which was denotes the inundation. So there was some surveying that needed to take place for an accurate picture of the area. Thirdly, as the Chair of the Washington County Noise Control Task Force, he encouraged Council to consider taking into account noise as a factor in the Metro area with the Regional Transportation Planning. Vehicular noise was the leading cause of noise across the United States. Noise was a community concern in the top three across the United States over the last 20 years. There was little leadership taking place with regard to noise mitigation. The Office of Noise Abatement was de-funded in the early 70s. It had not come back yet. Jurisdictions were reluctant to take action without a source of funds but none-the-less with Metro's domains of planning for growth, increased density and traffic planning, it was well within Metro's leadership to invite the many jurisdictions within Metro's jurisdiction to plan together for this issue.

Christina Billington
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WESTSIDE
ECONOMIC ALLIANCE
*The leader in advocating
for a healthy economic environment*

The 2035 Regional Transportation Plan

A summary of comments and recommendations to the

Metro Council
November 8, 2007
Hillsboro, Oregon

Statement written and submitted by:

Jonathan Schlueter
Executive Director
Westside Economic Alliance

Westside Economic Alliance has long recognized and is on record in support of the need for an efficient, accessible, safe and reliable transportation network to serve the diverse needs of our fast-growing community. Our members and staff have been actively involved in working with the Metro Council, committees and staff to amend and create the federal component to the 2035 Regional RTP, and have provided expertise and recommendations for creating efficient and practical solutions to serve the transportation needs of our region.

Identifying The Need

In 2005, Metro teamed with the Port of Portland, ODOT and Portland Business Alliance to create the regional "Cost of Congestion" study. This ground breaking report examined current transportation patterns and future demands on our regional transportation system. Among the important findings contained in that report, we learned that automobile traffic will increase by at least 45% in the next 25 years, while truck traffic will increase by a ground pounding 120 percent in the same time frame.

The 2005 study also estimated that residents of the Portland region would lose an additional 50 hours each year to traffic delays, and incur an additional household expense of \$755 in lost earnings and increased transportation costs. We also learned the additional demands on our transportation system, and resulting delays, will cost our regional economy an estimated \$844 million annually, and squander employment opportunities for at least 9,000 workers.

Westside Economic Alliance was pleased to note that the findings and conclusions contained in the 2005 Cost of Congestion report is referenced within the first three paragraphs of the revised 2035 RTP, and properly so. We believe the Cost of Congestion report serves as a call to arms, and should be used to influence our planning and future development of our region.

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Meeting The Challenges of Future Transportation Needs

On Tuesday, voters in the Puget Sound region of Washington State cast their ballots on Proposition One, which sought to increase (regressive) sales taxes in three counties by ½ percent, and essentially double their motor vehicle registration fees. The ballot measure proposed raising nearly \$18 billion initially, and an eye-popping \$47 billion over the next 50 years to replace key bridges, expand highways and roads, and construct nearly 50 miles of light rail service, connecting Snohomish, King and Pierce Counties.

Proposition One failed this week by a margin of 56-44%, but serves as an instructive lesson for those of us in the Portland metropolitan region as we struggle to find funding for the transportation needs of our region. Just like us, the Seattle / Tacoma / Everett region of Washington State expects one million more people in the next 20 years, and capital costs of new construction continuing to rise well ahead of the resources needed to pay for them.

To their considerable credit, community leaders and concerned citizens in the Puget Sound region chose a bold response to the challenges they face, and offered a massive investment strategy to address their transportation needs over the next 50 years. Their latest efforts failed, but only after voters agreed to a statewide increase in gasoline taxes that are 50% higher than ours in Oregon, and after a \$356 million property tax levy just last year to fund more than \$9 billion in transportation projects across the state.

California is currently in the midst of a \$19 billion construction plan for highway and road construction in their state. Hawaii is investing \$4.5 billion to construct a 26-mile light rail line from Honolulu to its western suburbs. And British Columbia is spending \$3 billion on local infrastructure to prepare for the 2010 Winter Olympics, including a \$600 million investment in the "Sea to Sky" highway between Vancouver and Whistler.

These are just a few examples of what neighboring states and provinces are doing to address the transportation needs of their residents and visitors. We believe these examples also should help to inspire a willingness to fund bold and innovative transportation investments in our state and local communities.

Assessing The 2035 Regional Transportation Plan

Westside Economic Alliance commends the Metro Council, advisory committees and staff for the considerable time and effort that has gone into creating the 2035 Regional Transportation Plan, and appreciates this opportunity to comment on these recommendations.

We accept and support the decision to separate the federal and state components of the RTP to meet deadlines prescribed by the federal government, and our public sector members have been generally supportive of the list of financially constrained transportation priorities, contained in chapter six.

We are less certain about the purpose or need for the new goals and performance measures contained in the revised plan, and do not have a clear understanding of these provisions to offer our support or acceptance at this time. Despite countless hours of public meetings and many discussions about the new plan, we are unclear if these goals have been endorsed by public sector members and agencies serving on JPACT or MPAC, and remain unclear about the timing and intent of these new provisions.

We remain concerned however, by the very modest attention that appears to be given to issues of freight mobility in the revised transportation plan.

The revised plan acknowledges that population in Washington County will increase by 50% in the next 30 years while employment growth is expected to increase by 80% over the same period (Tables 2.2 and 2.3) Yet the regional plan for creating additional road capacity to accommodate this growth is limited to single digits (Freeway lane miles 8%; arterial lane miles 13%; and freight network miles only 4%) (See Table 4.1)

Regionally, the number of projects and resources committed to freight mobility projects comprise only 6 percent of the listed projects and will receive an estimated 11% of the estimated costs envisioned by the plan. (Figure 4.2)

It is difficult to be supportive of such modest ambitions, and raises significant concerns about the appropriate allocation of our limited resources, especially when other modes of transport are given much more significant attention.

On the Westside of the Portland region, commuters and businesses can look forward to Highway 26 being expanded to three lanes between Cornell Road and 185th, with some much-needed interchange improvements planned at Shute Road in Hillsboro.

On Highway 217, motorists will be less than thrilled to discover the RTP envisions braided on ramps and off ramps between Beaverton Hillsdale Highway and Allen Boulevard, in an area that under-serves 116,000 vehicles daily. Are these the "priorities" of our region on the major north-south access in what will be Oregon's most populace county?

By comparison, there are at least 67 "regional priorities" contained in the financially-constrained list of transportation projects that aim to expand and improve either pedestrian access, bike travel and regional trails in Washington County. These projects represent 31 percent of the "priorities" identified for Washington County, and will consume more than 15% of the limited resources we expect to spend there.

In summary, Westside Economic Alliance recognizes the importance of completing the revised transportation plan in compliance with the federal guidelines. But we continue to have serious reservations by the lack of attention to improving freight mobility, increasing road capacity, enhancing commuter access, maintaining system reliability; and protecting public safety on our regional transportation network.

We appreciate the opportunity to present these views and concerns, and look forward to working with your Council, advisory committees and staff in the state component of this plan.

Prop. 1: What you pay, what you get

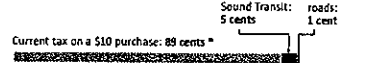
Proposition 1, on the ballot Nov. 6 urban areas of King, Pierce and Snohomish counties, is the biggest local transportation tax measure in state history. It promises 186 miles of new road lanes, 50 miles of light rail, several park-and-ride stations, and partial funding for a new Highway 520 floating bridge.

Proponents are asking voters to commit to a generation's worth of projects. They say the region needs to prepare for more than 1 million newcomers by 2080, around the time all the work would be finished. Opponents say the cost is too high, the rail projects won't ease congestion, and the road lanes add to global warming.

► What you would pay:

New sales and car-tab taxes would cost the average household somewhere around \$200 to \$300 in the first year, rising with inflation. These taxes could be reduced in the late 2030s — if projects stay on schedule and on budget.

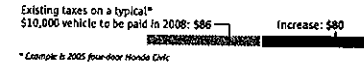
SALES TAX



* The current sales tax ranges from 85 cents to 89 cents (rates of 8.5 to 8.9 percent on a \$10 purchase, in urban Snohomish, King or Pierce counties). That includes an existing Sound Transit sales tax of 4 cents per \$10 purchase.

CAR TAX

Car-tab taxes for roads would increase \$80 a year per \$10,000 of vehicle value. Motorists already pay a smaller car-tab tax for Sound Transit, a \$30 state fee, and weight fees.



* Example is 2005 four-door Honda Civic.

\$17.8 BILLION

(Plan was decided in 2006, so all figures are in 2006 dollars)

► Where the money would go:

ROADS

The plan would add lanes in several spots throughout the region where projects are not already funded by state gas taxes. Even with Proposition 1 money, a new Highway 520 bridge — one of the largest road projects — would still require tolls and gas taxes.

SOUND TRANSIT

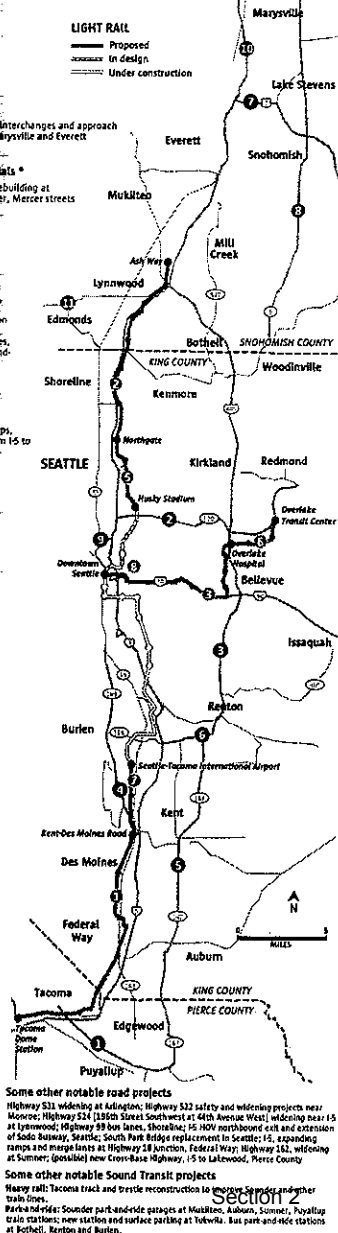
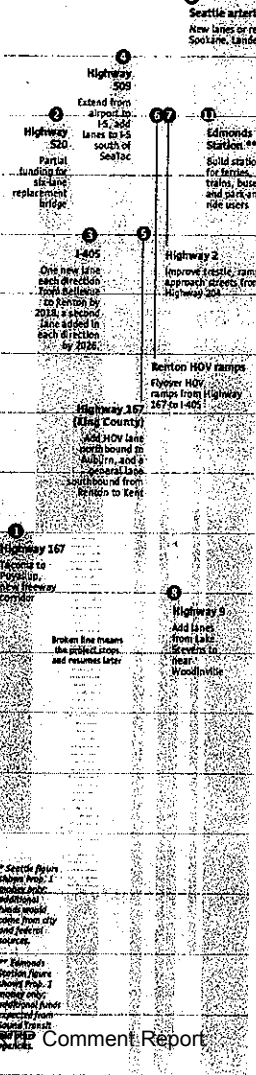
Most Proposition 1 money would pay for light rail. One early version of the plan called for 30 miles of rail, but public comments spurred Sound Transit to propose 50 miles, reaching Tacoma and Snohomish County. An Eastside segment would reach Microsoft, but stop short of downtown Redmond.

► How the money would be allocated:



► Estimated timelines for projects:

Construction dates are tentative, based on design status, and on when money is expected to become available.



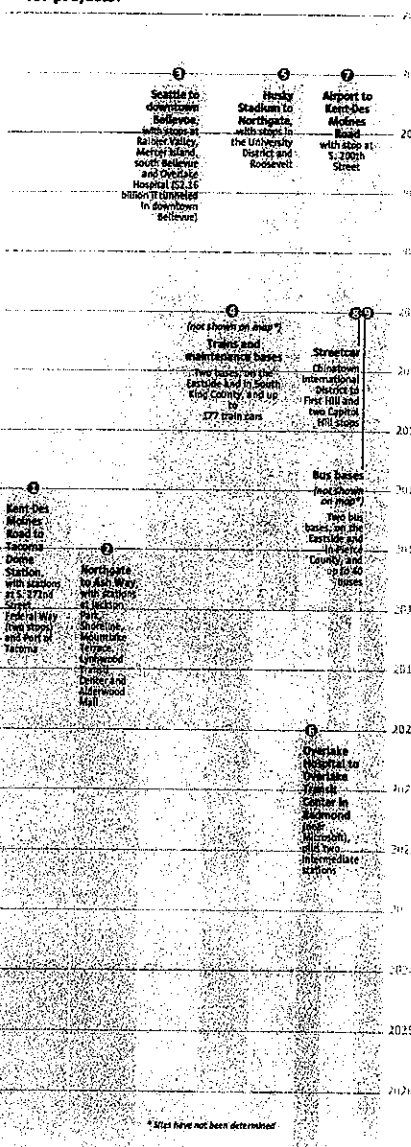
Some other notable road projects
 Highway 521 widening at Arlington; Highway 522 safety and widening projects near Monroe; Highway 524 (135th Street Southwest) at 44th Avenue West; widening near I-5 at Lynnwood; Highway 99 bus lanes, Snohomish; I-5 HOV northbound exit and extension of Soda Bayway, Seattle; South Park Bridge replacement in Seattle; I-5, expanding ramps and merge lanes at Highway 58 junction, Federal Way; Highway 162, widening at Summit; (possible) new Cross-Base Highway, I-5 to Lakeview, Pierce County.

Some other notable Sound Transit projects
 Heavy rail: Tacoma track and trestle reconstruction to improve Sounder and other train lines.
 Park-and-ride: Sounder park-and-ride at Mukilteo, Auburn, Everett, Everett, Puyallup train stations; new station and surface parking at Tukwila. Bus park-and-ride stations at Bothell, Renton and Burien.

► How the money would be allocated:



► Estimated timelines for projects:





METRO

Today's date: 11/18/17

Comment Form

DRAFT 2035 Regional Transportation Plan (Federal Component)

(Starred items are required for inclusion in the public record. Please print.)

Name:* Hal Ballard

Address:* 15597 NW Athens DR #229 PORTLAND 97229

Affiliation Wash Co BTC Racial/ethnic identity: _____

Email: chair@washcobtc.org

Include me in your list of interested parties. (These lists are not shared with any other organizations or used for any other purpose.)

Are the proposed goals the right ones? If not, what would you change? Yes, they are the right ones. My concern is that they are not prioritized numerically, but each have equal weight.

Are the proposed investments the right ones? If not, what would you change?

How should future transportation dollars be raised?

INCREASE the Gas Tax earmarked for funding projects that mitigate the damage motor vehicles cause to roads, the environment and lives.

Other comments? (attach additional pages if needed): would like to see

greater attention ^{or} given toward bicycle safety & other issues outside Portland beyond "anecdotal evidence" as ~~list~~ mentioned on P2-6 of the plan. The increased population is putting an adverse strain on the rural road system.

To present oral testimony, hand your form to staff at the sign-in table with any supporting material you wish to have in the public record. Keep the color copy for your reference.

PARTIAL TRANSCRIPT OF METRO COUNCIL MINUTES NOVEMBER 15, 2007
PUBLIC HEARING PORTION FOR 2035 REGIONAL TRANSPORTATION PLAN UPDATE

Council President Bragdon opened a public hearing on Resolution No. 07-3831.

Jim Edelson, and Sister Pat Negle, Oregon Interfaith Power and Light, 2836 SE 19th Portland OR 97202 provided their testimony for the record.

Councilor Liberty asked if the members of the coalition had a chance to look at the list of projects. Mr. Edelson said some members had looked at them but they had not seen an analysis of the projects and impacts of green house emissions.

Don Baach, SW Trails Hillsdale Neighborhood, 6495 SW Burlingame Place Portland OR 97239 provided his testimony for the record and summarized his remarks.

Councilor Liberty asked Mr. Baach to talk about the Ilet structure. Mr. Baach responded to his request and talked about the severe impacts when the project began.

Peter Decrescenzo, 6516 SW 33rd Place Portland OR 97239 said he was one of those million people who had moved to Portland. They had just bought a house. He supported the work of the Hillsdale Neighborhood Association. They had moved up from San Francisco area. They researched their move for several years. They studied neighborhoods that had town centers with good bike and transit access. They settled on Multnomah Village because it met those requirements. He then talked about missing sidewalks in this area. If one chose to walk or bike, a common feature of the southwest area was there weren't a lot of sidewalks. He was supportive of sustainability. Pedestrian access should be first.

Karen Frost, Westside Transportation Alliance, 12725 SW Millikan Way #300 Beaverton OR 97005 provided her testimony for the record.

Tamara DeRidder, Sullivan Gulch Corridor Trail, 1707 NE 52nd Ave Portland OR 97213 said she was a long term resident. She was in support of adding back the Sullivan Gulch Corridor Trail to the constrained Regional Transportation Plan. She said this trail was I-84. It would connect three different centers. It would reduce the increase in green house gases. It complied with the RTP goals. It provided activity for bicycle travel off street. They had worked with City of Portland Parks to finish their master plan. They were hoping to be added back into the constrained RTP.

Kay Durtschi, Multnomah Neighborhood and Metro Technical Advisory Committee, 2230 SW Caldwell, Portland OR 97219 deferred her comments to allow Marianne Fitzgerald to testify. She then encouraged Councilors to come to the area and get acquainted with her area. She talked about the Barbur Boulevard issues and the viaduct by Multnomah. It needed to be finished. It was the one and only north south connector from the top of the hill to I-5. They needed to improve pedestrian and bicycle access. She also said that if anything happened on I-5, traffic used Barbur, which created huge congestion. It was a major connector, which needed pedestrian and bike access. She urged a corridor study for this area.

Marianne Fitzgerald, Southwest Neighborhoods Inc 7688 SW Capital Hwy Portland OR 97213 provided her testimony for the record.

Councilor Liberty asked about the South Portland improvements project. He had received four letters on this project. He asked what Councilors should know about this project. Ms. Fitzgerald talked about the earmark of the project. She said Naito Parkway worked well for cars but was awful for pedestrians.

MJ Coe, Sullivan Gulch Corridor Trail Committee, 43 NE Meikle Place Portland OR 97213 thanked Metro for the Metropolitan Transportation Improvement Program (MTIP) process. The Trail had been omitted from the RTP financially constrained list. He was here to ask that it be put back on the list. They didn't understand how the list was developed. Timing for their project was critical. Through the MTIP process they would be allocated funds for the master plan. Their committee had asked the City of Portland Parks Department to advance funding and jumpstart the master planning process. It was possible that the master planning could be done by the time the MTIP money would be released. They were asking that Portland Department of Transportation reconsider their decision and recommend that the trail be added back.

Curt Schneider 7232 N Kellogg Street Portland OR 97203 did not testify.

Jon Putman, 1216 NW 25th Portland OR 97210 said he was here to present a proposal to help with elderly and disabled transportation. A copy of his testimony was included in the record.

Councilor Liberty asked for clarification on his proposal. Mr. Putman said Council needed the support of the largest minority in the region, the elderly and disabled. They needed a person to focus on this area and some funding to support this group. Councilor Burkholder liked the idea of a program proposal. Could he see this on the land use side? Mr. Putman said he managed small public transit systems. He noted that Councilor Burkholder's comments about contiguous places were important. Metro needed to look at the next cities over.

Bill Barber, Central Northeast Neighborhood Inc 4415 87th Portland OR 97220 provided his testimony for the record.

Councilor Burkholder asked about corridor studies in Sandy Blvd and 82nd Blvd. Mr. Barbur acknowledged the need.

Jan Seclinna, 11505 NW St. Helens Rd Portland OR 97231 did not testify but provided written testimony for the record.

Mara Gross, Coalition for a Livable Future (CLF), 310 SW 4th Portland OR said she was here representing CLF. They had submitted written comments. The needs of people and not the needs of vehicles should be the primary focus of the RTP. Walking and biking should be focused on. She urged protecting the investments we had already made such as public transportation, rail, bike and pedestrians. Through the RTP Metro had recognized the most needy population.

Mary Kyle McCurdy, 1000 Friends of Oregon, provided her testimony for the record indicating she would email her testimony to the Clerk of the Council.

Amanda Fritz, Coalition for a Livable Future, 4106 SW Vacuna Portland OR 97219 provided her testimony for the record.

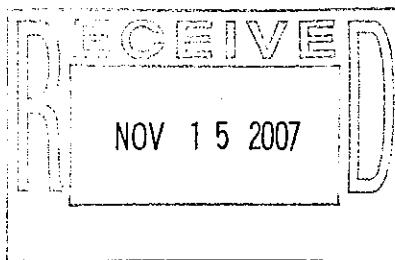
Ian Slingerland, Community Alliance of Tenants, 2710 NE 14th Portland OR 97203 provided his testimony for the record.

Council President Bragdon asked Ms. Gross about the projects and if they were contrary to some of the objectives. Ms. Gross said they had looked at many of the sections of the plan and appreciated the approach that Metro had taken. She could not tell if the projects were consistent with the criteria. Councilor Liberty said they had been following the development of the policy section and asked if the projects side was clear. Mr. Slingerland said he had not. Ms. Fritz said she felt it was rushed. Ms. McCurdy said much had come out about what the contribution of transportation made on green house gas emissions. They were recommending looking at this now. Metro had a lot of that data here. It was hard to evaluate green house gases and the specific projects. Councilor Liberty said Metro had a lot of that data. Councilor Collette said she had been involved in working on the project list but wasn't as well versed on the policy part of the process when she was a city councilor. She felt they needed to make a tighter connection between the values that were expressed and the projects.

Robert Hamilton, Hillsdale Neighborhood Association, 7110 SW Burlingame Ave Portland OR 97219 urged bike and pedestrian inclusion of his southwest area. He said they were prepared to offer that there was a great deal of interest in trails and sidewalks. One of the things they will do would be to promote the use of trails and sidewalks. They would also help build those trails.

Brad Perkins Sullivan Gulch Corridor Trail Committee, 1722 NE Schuyler, Portland OR 97212 did not testify.

Council President Bragdon closed the public hearing.



Jan Secunda
10505 NW St Helens Rd
Portland, OR 97231
11-14-7

Regional Transportation Plan-2035

Interesting.

I believe that the condition of the planet requires that whereas all of us need to be fully educated about the Environment, all public officials should be *required* to be well educated in the Environmental Sciences. Further, I believe that the accelerated ruination of the natural environment requires that all decision makers must keep current on the subject. Obviously, fulfilling this basic need is far from a reality. Here are three simple questions that everyone should be able to answer in an instant - but especially should policy makers be fully able to do so.

1 a) Do the oceans normally rise, and if so, how much per year? (No, we are not talking about the tides but hold that thought). 1 b) How much above normal, if any, are they now?

2) Has the temperature of the oceans increased recently, if so, how much?

3a) One year ago this month at the World Summit on Global Warming the preeminent scientists of the entire world agreed that we had (X) time to return our greenhouse gas emissions to pre-1992 conditions. What amount of time was that? 3 b) How much time do we have now?

Now please ask yourself whether or not the correct answers to these three simple questions could have any bearing on RTP-2035.

In these times, although the overarching determinant for any planning (transportation included) is the condition of the Earth, nowhere in the document is the fact of global warming and climate change adequately addressed. While speaking with a staff member I was directed to the mention of CO2 in the document. This is like someone pointing out where the towels are located on the Titanic after it has hit the iceberg.

Listen, we must wean ourselves away from the placebo that we Portlanders are so very very avant-garde in the environmental arts and get down to actually trying to catch up with the rest of the world on the correct response to global warming/climate change before it is too late. RTP-2035 is already obsolete. It does not address the true needs of the future because it fails to acknowledge the true conditions of the present.

If, in fact, Metro had enlisted the help of community members then the RTP-2035 document could have been relevant. In our community, the community members were *not* included. What has been happening in our community is that people who live outside our community but have a financial interest in maintaining the vicious cycle of money, pollution, enablers usually maneuver themselves into the position of speaking for us. Believe me, environmental protection, much less

mitigation and clean-up, does not enter into the equation. So if there was participation then the wrong people were the participants. Therefore, the plan is a failure. Overall, the plan is a failure, and if that statement merely puts you on the defensive instead of being instructive or at least challenging then you need to grow up. Our childhood days are over even for the children of this planet. Those of us who are elders or who hold traditional "elder" positions need to look to mitigating the awful condition of the world we've created through our collective negligence. RTP-2035 is a "business as usual plan" and our situation requires better of us. Surely you know that?

The answer to the questions

Yes, interestingly, the oceans normally rise an inch a year and so does the land. We had been naturally maintaining a very delicate balance. The oceans have risen at least twice that amount recently which has caused the loss of islets and has compromised islands and has caused sea water to infiltrate and ruin fresh water/ ground water causing crop failure and loss of potable/ drinking water.

Yes, the temperature of the ocean waters has increased by 1.4 degrees F (.8 C.)

One year ago this month (Nov) we were given five years to cut down on greenhouse gasses before irreversible damage occurred. How much time do we have now? No, it is not four years because just four months after the five year information was given out (by March), the rate of degradation accelerated to such an extent that we had only three years, not five. This means that at best we would have had two years and four months as of this date. However, since then our condition has worsened.

The bearing that the above information has on RTP- 2035

The Willamette and Columbia will be impacted by rising ocean waters. For instance, the highly polluted riverbanks will be dumping more toxins into the river once they are under water, especially during high tide. Portland is the third worst polluted city per capita in the nation so we need to concentrate on preventing that pollution being carried into our water. The aquatic life in our rivers will be negatively affected by both the pollution and the warmer temperatures. The greenhouse gasses are not only CO₂. For instance, methane has increased as much as has CO₂ and it stays in the atmosphere longer than CO₂ and is just as harmful or more harmful. Therefore, we cannot pretend that cutting our carbon dioxide emissions is a cure all. And our timeline ...well, we just don't have that much time.

Yes, there are viable alternatives to failing and the members of our community who have researched the situation would appreciate the opportunity to share our findings on the subject. I beg you to delay presenting the RTP-2035 plan until a reality-based plan has been developed.

p.s. there are many environmental questions/answers that apply. Those three were neither more relevant nor more important than many other issues. We must intelligently address the environmental issues.

pps It occurred to me belatedly that I had assumed that you would draw certain conclusions from the answers to those questions. In case I was wrong on that may I mention a few considerations:

Higher water levels would (will) also impact the river outfalls, back up stormwater and sewer drains. It could inundate streets and railways. It could have an effect on the bridges. A higher water level could undercut roadways, fill tunnels, etc.

The need to mitigate the higher water temperatures will require reopening streams that are now in culverts so we will need more bridges.

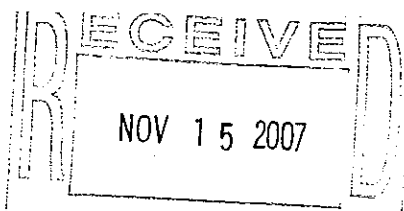
Pollution along the riverbanks needs to come out as soon as possible while it is still above the waterline. That will effect shipping and waterside industries now and in the future.

We need to use more "greenstreet" practices to stop pollution getting into the rivers because there will already be increasing amounts of pollution just from the rising waters.

Air quality: forget the feds. If we only come up to their standards we'll all suffer. Here's a snapshot of benzene: mental retardation; infertility; cancer; death due to heart failure, not because of a defective heart but rather because of benzene brain damage which causes the brain to fail to keep the heart beating. Lots of etceteras on benzene.

This is just a tiny peek at the issues.

Jan Seander
tede@stephense.net



My name is Ian Slingerland. I am the Executive Director of the Community Alliance of Tenants. We are a grassroots, tenant-membership renters rights organization. We do a combination of education and community organizing around the issues that impact our low-income tenant membership. We are a member organization of the Coalition for a Livable Future because we recognize that creating equitable communities cannot happen if we address the issues, systems and places that shape lives in isolation.

I appreciate the opportunity to provide comment on Metro's Regional Transportation plan.

To start I want to share some about the key issues being faced by our membership.

First, as documented by Metro's own Regional Affordable Housing Strategy there is drastic shortage of affordable housing throughout the region. As a result low-income people must make devastating choices between paying for housing and the cost of other basic necessities like food, and health care. Increased transportation costs further drain family's resources and limit access to services and opportunity.

Second, increased housing costs and changes in the available rental stock in some communities have resulted in significant displacement of low-income people. We are witnessing dramatic shifts in poverty throughout the region. As people move throughout the region in search of stable, affordable housing, the transportation options available to them have important implications for their ability to stay connected to education, employment, services and communities of support. It is my experience that access to good public transportation options is an important factor for renters making decisions about where to live. I have seen numerous examples of tenants sacrificing housing quality and enduring substandard housing conditions in order to keep housing close to light rail, public transit hubs or good bus lines.

The availability of affordable housing choices for different types of households is a key feature of a livable community. The location of housing in relation to jobs, shopping, and other services significantly impacts quality of life. Transportation is key to making the connection between affordability and livability.

The region's long-range plan, the 2040 Growth Concept, identifies providing a range of housing choices for people of all incomes and household types as a matter of regional concern and a key component of the region's livability. ~~Housing located near jobs, services and transit has the potential to improve the region's quality of life by reducing traffic, commute times and air pollution.~~ *The issue of affordable housing must be addressed throughout the range of Metro's planning activities*

The RTP's focus on equity is an important step for our Region. In particular I am excited by Objective 3.2, (Equitable Access and Barrier Free Transportation) and Objectives 8.1 (Environmental Justice) and 8.2. (Coordinated Human Services and Transportation Needs)

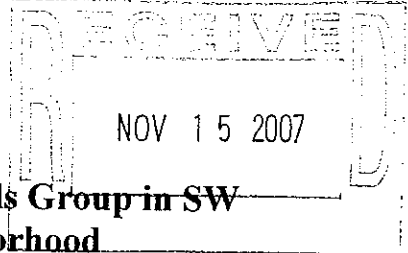
Under the goal for equitable access, some flexibility in the public transportation system is important so that we can respond to shifting public transit needs as the places where low-income people live shift throughout the region.

Under Goal 8 Action 8.2.8 ~~now~~ reads "Incorporate elderly and disabled housing into mixed use developments that includes public facilities . . ." There should be corollary action that includes housing for low-income *This is great, and*

families in developments that incorporate public facilities ^{and} ~~that~~ provide access to increased economic and employment opportunity.

Finally, we believe that more action is required to support affordable housing preservation and production as part of Goal 1 (to Foster Vibrant Communities and Efficient Urban Form.) Too often current efforts that target investment ^{at} town centers to create a compact urban form, fail to address the impact on housing costs these efforts have. Significant public investment in neighborhoods too often results in increased rents and displacement for low-income people. Low-income people are pushed out and further removed from improved transportation options. They face increased commutes and less access to services and opportunity.

Thanks



My name is Don Baack, I founded and chair the SWTrails Group in SW Portland, and I am the President of the Hillsdale Neighborhood Association. I have served on a large number of city organized transportation and planning committees, most recently the City of Portland TSDC task force. I am speaking today on behalf of the Hillsdale Neighborhood Association, and with regards to the Red Electric, for the SWTrails Group.

Summary: We need to move or retain the following projects in the financially constrained part of the plan:

- 1. Bike and Ped improvements along Barbur Blvd,**
- 2. Bike and Ped Improvements along Capitol Highway and**
- 3. Moving the Red Electric Forward.**

We should pay for these changes by reducing the spending in the North Macadam development areas and

- 1. Removing the Garden Home Road Project #10191 from the financially constrained list.**
- 2. Remove the Hamilton Project, #10226 from the financially constrained list.**
- 3. Remove the South Portland Improvements from the study list.**

SW Background information:

Southwest Portland is an area of about 36 square miles, or 23000 acres. We have about 65,000-70,000 residents. It does not include the Central City nor the South Waterfront and North Macadam areas.

SW Portland today:

None of the major regional arterials in southwest Portland are completely up to City of Portland and Metro's bicycle and pedestrian standards their entire length, not one. 46% of our SW the arterials streets do not have sidewalks (22 miles), representing 45% of the entire City of Portland inventory of arterials without sidewalks. This is why we must focus on our most important arterials with these scarce dollars.

We have few streets with continuous bike routes and to date no bike boulevards.

Today I want to focus on the three most important issues for SW Portland moving the following projects into the financially constrained list.

- 1. Bike and Ped improvements along Barbur Blvd,**
- 2. Bike and Ped Improvements along Capitol Highway and**
- 3. Moving the Red Electric Forward.**

Barbur Blvd and Capitol Highway:

The most glaring omission from the financially constrained list are the key arterials in SW Portland, the Barbur Blvd. projects and the Capitol Highway Projects. These two arterials become the default I 5 freeway whenever anything happens on I 5. Extensive community time and effort was devoted to planning and obtaining Portland City Council approval of the Capitol Highway Plan in 1996, and Barbur Streetscape Plan in 1999. Neither has been funded to complete the job, in spite of promises from City Hall and from ODOT.

In addition, no where in the RTP is any mention of the cost of bringing several bridges along Barbur up to standards to safely accommodate bicycles and pedestrians. This is inexcusable.

Describe Barbur Blvd

Barbur Blvd. is a major regional arterial and regional transit street connecting the western suburbs and wine country to downtown Portland, yet there are significant gaps in the pedestrian and bicycle system. Barbur is an old railroad line with a sustained grade of about 3% and therefore is a very desirable bicycle route. Barbur has seen a significant increase in the number of bicycle riders over the past 10 years.

Multi-modal improvements (transit, bike and pedestrian) are urgently needed along this corridor in order to encourage use of alternative modes and improve safety. Numerous high-density and commercial

developments are being built along this corridor, and more are planned in the next 28 years. There are several dangerous gaps in sidewalks and the bicycle lanes along Barbur, particularly on the Newberry and Vermont bridge structures, and bridges over Multnomah Blvd and I-5. The bicycle and pedestrian improvements to the Barbur bridges are not included in the RTP plan, a fatal flaw! Project #10283 would construct improvements for transit, bikes and pedestrians between SW 3rd and SW Terwilliger. Project #10285 adds a number of multi-modal improvements between SW Terwilliger and SW 65th and links two town centers with downtown Portland.

Describe Capitol Highway

In the early 1990's the SW Community came together to plan the SW Capitol Highway Improvements and labeled it the most important project for our part of the City of Portland. We need to finish to plan approved in 1996. Projects #10272, 10273, 10282 and #10189 should be included in the financially constrained list.

Describe Red Electric Trail Speaking for the SWTrails Group Here:

The Red Electric Trail-Fanno Creek Greenway Project #10354 is a high priority multi-use trail that will provide safer east-west travel for bicyclists and pedestrians, and must remain on the financially constrained list. We fully expect elements of this to be constructed sooner rather than later as the Barbur bridges are rebuilt and a small project at the west end of Hillsdale is completed. That will open up 3.5 miles of a great bike route from the new Gibbs Pedestrian Bridge to west of SW 30th in SW Portland. Metro is in the process of acquiring key rights of way to finish to job beyond that point. Make sure the Red Electric is in the financially constrained section of the plan.

How to pay for the things we are asking be included:

We recommend the Garden Home Road Project #10191 be deleted from the financially constrained list. This project has experienced mission creep from a project costing under \$1 million to a \$12 million dollar project. This project is oversized for neighborhood and regional needs. Currently this road is a narrow, winding 30-mph road for which neighbors have advocated improvement. Taking \$12 million of scarce

dollars to develop this country road into a three-lane arterial is ridiculous, excessive and not in keeping with our southwest Portland priorities.

We further recommend the Hamilton Project, #10226 be dropped from the financially constrained list, not because it is not important, but it is of lower importance to greater SW than are the main arterials which often carry the entire I5 traffic.

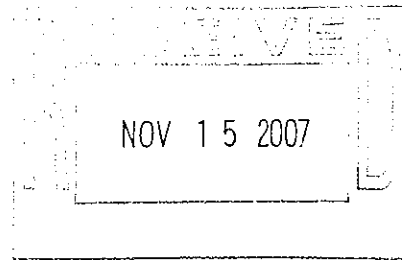
Finally, we do not support the funding of the South Portland Improvements (project #10235) for the following reasons:

The move to convert Naito Parkway to a two lane street limits the capacity of traffic flow into and out of downtown Portland from the south and west. Many people from greater SW use Naito Parkway to access NE Portland via the Steel Bridge. The proposed changes will constrict the flow of traffic out of the downtown in the event of an emergency. It will add unnecessary time, pollution and congestion for vehicles coming from the east side of the Ross Island Bridge heading west and south, and for those going to the east side over that bridge. We could support this proposal if it included a provision for non peak parking in the 3rd and 4th lanes of Naito Blvd and a direct connection to and from the Ross Island Bridge from Naito Parkway to replace the spaghetti on the west end of the bridge. We support reducing the speed limit, and we support installing additional traffic signals at key pedestrian crossings.

Metro RTP Public Input

November 15, 2007

Jon Putman
1216 NW 25th Avenue
Portland, Oregon 97210
503-224-2243



Greeting/Opening

Good Afternoon,

I am here today to make a request on behalf of the elders and people with disabilities. You create policy and plan for this region and there is a whole in the RTP that must be addressed.

We request that Metro create a system plan for Elderly and Disabled Transportation and that funding be included in the RTP as soon as possible to develop appropriate policy and planning for this very large, growing and important population. There needs to be staffing at the Metro level and planning dollars to assess the economic impact of this population on the region. Not just the money spent on the trips themselves but the actual economic impact of this demographic group traveling, spending money at retail, medical, shopping, etc.

Elderly and Disabled Transportation is much more than what is described in the current draft of the RTP. The RTP is a policy document and Goal 8 Ensure Equity section on page 3-18 is not sufficient policy to guide the elderly and disabled transportation system through 2035.

Current System- what we know

Did you know in this 3 county region every year Community Transit Systems, Tri-Met, Ride Connection, Senior Centers, non- profit organizations, and taxi's are providing 2.4 million rides to seniors and people with disabilities, these systems are traveling on our regional road system- over 12 million miles at a cost of 34 million dollars. *

These are just the trips we track and there are many more trips not being counted because they may not receive federal or state funds.

E& D transportation is much more than LIFT and much more than just purchasing LIFT vehicles as outlined in the current RTP draft.

Elderly & Disabled Plan

The E&D Plan created by Tri-Met was just the beginning and obviously did not translate into this RTP as policy and projects. That needs to be fixed. Just one example if you go

to page 3-30 the Regional Transit System – Table 3.14 and notice paratransit has no colored dots which says to me that no one sees the true relationship of paratransit to the 2040 growth concept and the land use components. I would ask what is the difference between a commuter traveling on MAX and stopping at the local store, cleaners, etc. making a trip in the region or a Senior riding on a paratransit vehicle going to the store or the doctor. They are all making trips during peak or non-peak hours and having an impact on the overall system and I would suggest the E& D population has a more significant impact than many of the other “systems” you have outlined in the RTP.

We are the largest minority in the region!

Approach this as a SYSTEM

E&D is a system and need to be approached as a system just like the Systems outlined in the RTP for Transit, Pedestrians, Bikes, TDM, etc.

This population is expected to double and soon it could be “your” transportation system and I think you might want the region to be planning it a little more thoughtfully than as a side note to Tri-Met’s fixed route system.

What are the Trips- where are people going?

There are 10 major hospitals in the tri-county region not to mention the 1000’s of clinics, doctor’s offices, and dialysis centers. There are 27,000 people living in long term care according to Dept of Human Services and we could assume there are 1000’s more in assisted living, foster care homes that may not be receiving state or federal assistance.

If Metro would take a lead in planning E&D transportation it wouldn’t be to difficult to determine where all the elderly and disabled customers live and **where they go and when they go**. We know many of their trips are to medical facilities. At a bare minimum there needs to be a system that serves the hospitals, nursing homes and popular destinations for elderly and disabled.

Infrastructure

The list of projects included in Table 6 appears to only include two projects related to elderly and disabled transit. I recognize Tri-Met, SMART transit projects such as frequent bus etc help elders and people with disabilities who live near or have access to fixed route and are able to use fixed route but that is the tip of the iceberg. The only items listed for elderly and disabled transportation are on page 18 of 20 project # 11016 Lift vehicle replacement 36 buses and page 19 of 20 project 11105 SMART dial-a-ride and fixed route service continuation.

There is a need for additional infrastructure some of which is included in the pedestrian plan – because obviously sidewalks and removing barriers to access to transit are helpful in serving the needs but there is more that.

There is a need for infrastructure and that is more than purchasing buses for Tri-Met and Ride Connection. Many facilities don't even build loading and unloading areas for taxi's vans, LIFT buses

Hospitals, Nursing Homes need to build their facilities near transit lines

There need to be standards for door to door and for-hire transportation infrastructure

**NW Power Plan – Correlation
Congestion/ VMT Reduction/CO2/ Pollution Etc.**

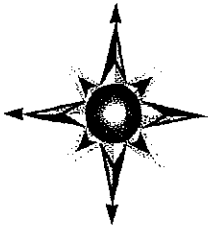
CLOSING

In Closing I want to reiterate my request

I request that Metro create a system plan for Elderly and Disabled Transportation and don't leave this to Tri-Met it is broader than Tri-Met and needs the policy direction that Metro can provide. A minimum of \$500,000 needs to be included in the RTP as soon as possible to develop appropriate policy and planning for this very large, growing and important population. There needs to be staffing at the Metro level and planning dollars to assess the economic impact of this population on the region.

*Tri-Met E& D Report – August

#'s are based on monthly averages for community transit systems, Ride Connection and LIFT #'s for Tri-Met



COALITION FOR A LIVABLE FUTURE

310 SW FOURTH AVENUE, SUITE 612 • PORTLAND, OR 97204
PHONE: 503.294.2889 • FAX: 503.225.0333 • WWW.CLFUTURE.ORG

NOV 15 2007

October 15, 2007

Dear President Bragdon and Metro Council:

Thank you for the opportunity to comment on the draft 2035 Regional Transportation Plan (RTP), and for the many steps forward this plan is taking. This RTP, more than previous Portland Metro area plans, recognizes the connections between transportation and land use, health, housing, equity, and the environment. This holistic approach to transportation planning, if used to determine transportation investments, will help shift the balance toward a more sustainable transportation system and a healthier, more prosperous region.

Background on the Coalition for a Livable Future

The Coalition for a Livable Future (CLF) is an organization that connects issues, organizations and individuals to ensure a healthy and sustainable Portland region. We work to integrate the built and natural environments to protect our quality of life, while ensuring that nobody gets left behind because we believe that all residents in our region deserve equal access to our exceptional quality of life.

Issue Areas

Equity

People living in poverty, low-income people, and people of color are increasingly moving to outlying areas. These areas frequently have more incomplete street networks and fewer transportation options. Land use patterns in these underserved communities often mean longer commute times to get from housing to employment, making these communities more reliant on a transportation system that does not serve their needs.

Through this RTP, Metro has demonstrated an awareness of the need to ensure an equitable transportation system that provides transportation choices for our most vulnerable and disadvantaged populations. It was an important step forward to create a goal of ensuring equity and to define equity in terms of disparately impacted communities. This goal appropriately prioritizes new investments where they are needed most from a regional, system-wide perspective.

It is difficult to define disadvantaged populations in order to target investments, and we appreciate that you have attempted to do so by targeting environmental justice target areas. One of the big challenges with the use of environmental justice target areas (or

environmental justice communities, the term we prefer) is that a small population of poor people within a Census Block Group that is disproportionately burdened by a transportation project will be overlooked. In addition, people of color are frequently undercounted in the Census, limiting the effectiveness of the Census Block Group as a tool. Investments should target disadvantaged populations wherever they occur, whether or not they meet the threshold stated in the RTP. CLF will continue to work with Metro to refine definitions and performance measures to address these limitations.

Global Warming and the Environment

Global Warming

Recognizing the region's leadership in sustainability and the importance of stemming global climate change, the RTP should require a sustainable transportation system designed to meet carbon reduction goals. We were encouraged to find that the draft RTP acknowledges transportation is a significant source of climate changing greenhouse gas emissions, and that it recognizes climate change as a "serious and growing threat to Oregon's economy, natural resources, forests, rivers, agricultural lands, and coastline." We were also pleased that Metro staff has modeled carbon mono/dioxide emissions in the greater Portland airshed to the year 2035 and is currently conducting an analysis of that data.

In response to comments already submitted, staff has added a greenhouse gas performance measure and reference to the greenhouse reduction targets in House Bill 3543. Thank you for this addition. However, there are opportunities to further strengthen the way the RTP addresses climate change. While there is sufficient attention given to describing the problem, specific performance measures and actions related to greenhouse gasses should be included.

Furthermore, in order to meet the state goal and curb the increase of climate changing emissions, every transportation investment must be considered with an eye toward reducing carbon emissions.

Green Streets and Pervious Areas

Tualatin Riverkeepers has provided you with important comments regarding the expansion of green streets and decreasing impervious areas. CLF supports these recommendations, and hopes that future transportation investments can reverse the growth of impervious area in order to restore flows and water quality to our urban streams.

Health

With the introduction of a Goal to Enhance Human Health, this RTP has taken the important step of acknowledging the impact of transportation on the health and livability of individuals and communities. While a transportation system focused solely on vehicle

travel has negative impacts on health, a well designed transportation system minimizes pollution and its impacts, and increases physical activity by providing safe access to pedestrian, bicycle, and mass transit transportation options.

The Community Health Partnership and Kaiser Permanente have provided more detailed comments on the inclusion of human health measures in the RTP. CLF supports these comments.

Housing

Metro's Housing Choice Task Force, after nearly year of study, made a number of recommendations to improve housing access and choice. The top recommendation was to "Integrate housing supply concerns, and specifically affordable housing, into all policy making and funding allocations." The 2040 Growth Concept identifies providing a range of housing choices for people of all incomes and household types as a matter of regional concern and a key component of the region's livability.

Sufficient affordable housing gives people options of where to live. When people can choose where they can live, a number of good things happen: they can be closer to work, resulting in diminished commute time, less pollution and reduced traffic congestion. The RTP does not adequately address this connection, and we will work with Metro staff to incorporate affordable housing concepts.

Project Selection

Connection between Draft RTP and Project Selection and Development

In order for the RTP to be effective as a plan to "direct transportation planning and project development activities... and guide the public and private expenditure of federal, state, regional and local revenue," the relationship between the plan and how transportation investments are chosen must be elucidated. At this point it is unclear how the RTP, including its Goals and Objectives, will be considered when making funding decisions or developing the list of future projects.

CLF is disappointed that the project selection process has not been open and transparent. It is unclear how the federally constrained list of projects in the draft RTP was chosen. Each project was self-rated by the recommending jurisdiction based on six criteria, and Metro narrowed the list of projects to match anticipated financial constraints. There appears to be no independent rating, and even the self-ratings do not reflect the Goals in the draft RTP. This process is woefully inadequate.

In order to for the projects to reflect our common goals as reflected in the RTP, the project selection process should be clear. There should be meaningful performance measures that provide the information needed to assess the impacts of transportation on our region, and the performance measures should be used to drive transportation investments.

Investment Priorities

The Portland Metro region is known nationally for its green land use and transportation planning approach. In part, thanks to this planning approach, our exceptional quality of life is a key economic engine. We are emerging as a national leader in sustainability movement, which is turning into an important aspect of our region's economic future.

To adequately meet the goals set out in the RTP, the region should prioritize the optimization and maintenance of existing infrastructure and building multimodal transportation systems over building new roads. In the past, smaller projects have frequently been overlooked in favor of large-scale road projects. Smaller projects, taken together, can frequently have a considerable impact on mobility, reliability and safety. These projects are often environmentally sustainable projects that promote active living at a much lower cost than road expansions, effectively utilizing public funds. To this end, we encourage the funding of bicycle boulevards and off-street multi-use trails, improved pedestrian access, public transportation, and rail lines.

Again, thank you for the opportunity to comment on the RTP. If you have any questions about our comments, please do not hesitate to contact us.

Sincerely,

Ron Carley
Co-Director
Coalition for a Livable Future

Mara Gross
Policy Director
Coalition for a Livable Future

Attachment: Draft RTP Language Change Recommendations

DRAFT RTP LANGUAGE CHANGE RECOMMENDATIONS
From the Coalition for a Livable Future
Suggested language in blue, explanations highlighted in yellow

(Page iv)

2. A systems approach that emphasizes completing gaps in the regional transportation network and protecting regional mobility corridors to address safety and congestion deficiencies. The plan views the transportation system as an integrated and interconnected whole that supports land use and all modes of travel for people and goods movement. This approach relies on a broader, multimodal 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, a growing body of research demonstrating that road capacity increases are not a sustainable solution to congestion, and direction from the residents of the region to provide a balanced transportation system that expands transportation choices for everyone. Reliability of the system, particularly for commuting and freight, is emphasized and will be evaluated and monitored through an integrated multi-modal mobility corridor strategy. Completing gaps in pedestrian, bicycle and transit systems is also a critical part of this strategy.

This approach requires more aggressive management of the transportation system and consideration of strategies such as value pricing to better manage capacity and peak use on the thoroughways in the region. To date, this tool has not been applied in the Portland metropolitan region despite successful application of this tool in other parts of the U.S. and internationally. Value pricing may generate revenues to help with needed transportation investments, however, more work is needed to gain public support for this tool.

"3. A new focus on fiscal stewardship to preserve our existing transportation assets and achieve the best return on public investments. Government must be a responsible steward of public . . ."

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2.3.8.5 Environmental Restoration and Protection

Environmental restoration and preservation are important to people in this region. Recent public opinion research asked 600 residents of the region to rate issues they believe should be important for transportation planners to consider. Reducing air pollution topped the list, with protecting fish habitat not far behind.

Transportation affects regional air quality, water quality, wildlife habitat, and noise in addition to the larger issue of global climate change. Currently, transportation accounts for an estimated 38 percent of the state's carbon dioxide emissions, with vehicle emissions predicted to increase by 33 percent by 2025 because of increased driving.

Emissions from vehicle exhaust introduce particulates, irritants and toxins to the air; road runoff contributes to erosion and introduces oil and other chemicals into streams and groundwater. Roads can interrupt wildlife corridors and fish passageways. Although roads cover only about one percent of the country's land, they affect a disproportionate 15 to 20 percent of adjacent habitat.⁴⁶

Regarding air quality, the region has met some goals and fallen short of others. Regional air quality has met the Environmental Protection Agency's air quality standards for six pollutants, sufficient to achieve "maintenance" status. However, levels of toxic emissions near downtown Portland—most notably benzene—have been measured at more than 8.5 times the federal standard.

Transportation activities are the second largest source of greenhouse gas emissions in Oregon. [Include estimates for greenhouse gas emissions to 2035 and Metro's airshed analysis mentioned in Chapter 4 (pg. 4-20) here.]

2.5 Where We Go From Here

- **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.

Table 3.2
2040 Implementation Infrastructure Investment Needs

	Developed Areas	Developing Areas	Undeveloped Areas
Stage of Development	Built-out areas with most new housing and jobs accommodated through infill, redevelopment and brownfields development.	Redevelopable and developable areas, with most new housing and jobs being accommodated through infill, redevelopment, and greenfield development.	More recent additions to the urban growth boundary, with most new housing and jobs accommodated through greenfield development.
Infrastructure Investment Needs	<ul style="list-style-type: none"> • Operations, maintenance and preservation of existing transportation assets. • Managing the existing transportation system to optimize performance for all modes of travel. • Leveraging infill, redevelopment and use of brownfields. • Addressing bottlenecks and improving system connectivity and the quality of non-SOV modes to address bottlenecks, barriers and safety deficiencies. • Completing local street connections needed to complement the arterial street system. 	<ul style="list-style-type: none"> • Operations, maintenance and preservation of existing transportation assets. • Preserving right-of-way for future transportation system. • Managing the existing transportation system to optimize performance for all modes of travel. • Providing a multi-modal urban transportation system. • Focusing on bottlenecks and improving system connectivity and the quality of non-SOV modes to address bottlenecks, barriers and safety deficiencies. • Completing local street connections needed to complement the arterial system. 	<ul style="list-style-type: none"> • Operations, maintenance and preservation of existing transportation assets. • Preserving right-of-way for future transportation system. • Providing a multi-modal urban transportation system. • Managing new transportation system investments to optimize performance for all modes of travel. • Focusing on bottlenecks and improving system connectivity to address barriers and safety deficiencies. • Completing local street connections needed to complement the arterial street system.

**Table 3.3
Regional Transportation Plan Goals**

Our Vision for the System	<p>Goal 1: Foster Vibrant Communities and Efficient Urban Form Land use and transportation decisions are linked to promote an efficient and compact urban form that fosters vibrant communities; optimizes public investments; and supports jobs, schools, shopping, services, recreational opportunities and housing proximity.</p>
	<p>Goal 2: Sustain Economic Competitiveness and Prosperity Multi-modal transportation infrastructure and services support the region's well-being and a diverse, innovative, sustainable and growing regional and state economy through the reliable and efficient movement of people, freight, goods, services and information within the region and to destinations outside the region.</p>
	<p>Goal 3: Expand Transportation Choices Multi-modal transportation infrastructure and services provide all residents of the region with affordable and equitable options for accessing housing, jobs, services, shopping, educational, cultural and recreational opportunities, and facilitate competitive choices for goods movement for all businesses in the region.</p>
	<p>Goal 4: Emphasize Effective and Efficient Management of the Transportation System Multi-modal transportation infrastructure and services are well-managed and optimized to improve travel conditions and operations, and maximize the multi-modal capacity and operating performance of existing and future transportation infrastructure and services.</p>
	<p>Goal 5: Enhance Safety and Security Multi-modal transportation infrastructure and services are safe and secure for the public and goods movement.</p>
	<p>Goal 6: Promote Environmental Stewardship Promote responsible stewardship of the region's natural, community, and cultural resources during planning, design, construction and management of multi-modal transportation infrastructure and services.</p>
	<p>Goal 7: Enhance Human Health Multi-modal transportation infrastructure and services enhance quality of human health by providing safe and convenient options that support active living and physical activity, and minimize transportation-related pollution that negatively impacts human health.</p>
	<p>Goal 8: Ensure Equity Regional transportation planning and investment decisions ensure the benefits and impacts of investments are equitably distributed. <i>(moved from "How We Get There" to "Our Vision for the System")</i> <i>Reason for Change: Equity is not simply a means to achieving a good transportation system; it is a feature of a good system, so should be included in "Our Vision for the System" rather than "How We Get There."</i></p>
	<p>Goal 9: Ensure Sustainability Regional transportation planning and investment decisions promote responsible fiscal, social and environmental stewardship by maximizing the return on public investments in infrastructure and placing the highest priority on investments that reinforce Region 2040 and achieve multiple goals.</p>
	<p>Goal 10: Deliver Accountability The region's government, business, institutional and community leaders work together in an open and transparent manner so the public experiences an integrated, comprehensive system of transportation facilities and services that bridge governance, institutional and fiscal barriers.</p>

How We Get There

TABLE 3.4 GOAL 1— FOSTER VIBRANT COMMUNITIES AND EFFICIENT URBAN FORM

Goal Statement	Objectives
<p>Goal 1: Foster Vibrant Communities and Efficient Urban Form</p> <p>Land use and transportation infrastructure decisions are linked to promote an efficient and compact urban form that fosters vibrant communities; optimizes public investments; and supports active transportation options, jobs, schools, shopping, services, recreational opportunities and housing proximity.</p>	<p>Objective 1.1 Compact Urban Form and Design - Leverage Region 2040 land uses to reinforce growth in, and multi-modal access to 2040 Target Areas.</p> <p><u>Potential Actions:</u></p> <ul style="list-style-type: none"> 1.1.1. Place a priority on multi-modal transportation investments that address a system gap or deficiency to reinforce growth in and improve access to or within the primary 2040 target areas. 1.1.2. Coordinate land use and transportation decisions to ensure the identified function, design and capacity of transportation facilities are consistent with applicable regional system concepts and support adjacent land use patterns. 1.1.3. Locate housing, jobs, schools, parks and other destinations within ½ mile of each other. 1.1.4. Support the development of tools aimed at reducing vehicle miles traveled per person, including transit-oriented development, car sharing, location efficient mortgage. 1.1.5. Create incentives for development projects in 2040 target areas and promote transit-supportive design and infrastructure in 2040 target areas and along designated transit corridors. 1.1.6. Provide landscaping, pedestrian-scale lighting, benches and shelters and other infrastructure to serve pedestrians and transit users in 2040 centers, station communities and main streets and designated corridors. 1.1.7. Work with the private development community to coordinate transportation spending and land development investment decisions for projects in 2040 target areas. 1.1.8. Minimize large new transportation infrastructure intrusions in and between currently well-connected neighborhoods. <p>Objective 1.2 Parking Management – Minimize the amount of land dedicated to vehicle parking.</p> <p><u>Potential Actions:</u></p> <ul style="list-style-type: none"> 1.2.1. Place a priority on investments that reduce the need for land dedicated to vehicle parking. 1.2.2. Promote the use of shared parking for commercial and retail land uses. 1.2.3. Establish maximum parking ratios for off-street parking spaces. 1.2.4. Manage and optimize the efficient use of public and commercial parking in 2040 target areas.

TABLE 3.5 GOAL 2— SUSTAIN ECONOMIC COMPETITIVENESS AND PROSPERITY

Goal Statement	Objectives
<p>Goal 2: Sustain Economic Competitiveness and Prosperity</p> <p>Multi-modal transportation infrastructure and services support the region's well-being</p>	<p>Objective 2.1 Reliable and Efficient Travel and Market Area Access - Provide for reliable and efficient multi-modal local, regional, interstate and intrastate travel and market area access through a seamless and well-connected system of thoroughways, arterial streets, freight services, transit services and bicycle and pedestrian facilities, consistent with Regional System Concepts.</p> <p><u>Potential Actions:</u></p> <ul style="list-style-type: none"> 2.1.1. 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 Area; or (2) to work, shopping, school and

TABLE 3.5 GOAL 2— SUSTAIN ECONOMIC COMPETITIVENESS AND PROSPERITY

Goal Statement	Objectives
<p>and a diverse, innovative, sustainable and growing regional and state economy through the reliable and efficient movement of people, freight, goods, services and information within the region and to destinations outside the region.</p>	<p><i>recreation within the 2040 Target Area. Reason for Change: The first Potential Action focuses on moving freight into the region from without, without acknowledging the economic importance of local travel, such as within a neighborhood.</i></p> <p>2.1.2. <i>Provide a network of limited-access throughways to primarily serve interstate, intercity and inter-regional people and goods movement, consistent with Regional Streets and Throughways System Map.</i></p> <p>2.1.3. <i>Provide a network of arterial streets at one-mile spacing, with regional transit service on most regional arterial streets, consistent with Regional Streets and Throughways System Map.</i></p> <p>2.1.4. <i>Provide an interconnected multi-modal freight transportation system that includes air cargo, pipeline, trucking, rail, and marine services and connects freight transportation corridors to the region's freight intermodal facilities and industrial sanctuaries, consistent with the Regional Freight System Map.</i></p> <p>2.1.5. <i>Provide a network of high capacity transit service that connects the Central City, Regional Centers and passenger intermodal facilities, consistent with Regional Transit System Map.</i></p> <p>2.1.6. <i>Provide a complementary network of community bus and streetcar service connections that serve 2040 Target Areas and provide access to regional transit on arterial streets and the regional high capacity transit network, consistent with Regional Transit System Map. Reason for Change: Action not consistent with The Regional Transit System Concept on page 3-29, which shows both High Capacity Transit and Regional Transit on Arterial Streets.</i></p> <p>2.1.7. <i>Provide a network of local and collector street systems to reduce dependence on regional arterial streets and throughways for local circulation, consistent with Local Street System Concept.</i></p> <p>2.1.8. <i>Provide a continuous network of safe, convenient and attractive bikeways and pedestrian facilities on all arterial streets and improve access to transit facilities, consistent with Regional Bike and Pedestrian Systems Maps.</i></p> <p>2.1.9. <i>Provide a continuous network of regional multi-use trails that connect priority 2040 land uses, on-street bikeways, pedestrian and transit facilities, consistent with the Regional Greenspaces Master Plan.</i></p> <p>2.1.10. <i>Assist jurisdictions in developing local strategies that provide adequate freight loading and parking strategies in the central city, regional centers, town centers and main streets.</i></p> <p>2.1.11. <i>Develop measures that address the economic value of freight and goods movement, 2040 centers and other priority land uses and bike tourism and other recreational uses.</i></p> <p>Objective 2.2 Regional Passenger Connectivity – Ensure reliable and efficient connections between passenger intermodal facilities and destinations in, beyond 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.</p> <p><u>Potential Action:</u></p> <p>2.2.1. <i>Place a priority on investments that benefit or connect two or more passenger modes.</i></p> <p>2.2.2. <i>Identify possible passenger rail service corridors to neighboring cities, such as the Milwaukie-Lake Oswego-Tualatin-Sherwood-McMinnville service or an extension of Westside Commuter Rail to Salem.</i></p>
	<p>Objective 2.3 Regional Mobility -Maintain sufficient total person-trip and freight capacity among the various modes operating in the Regional Mobility Corridors to allow reasonable and reliable travel times through those corridors.</p> <p><u>Potential Actions:</u></p> <p>2.3.1. <i>Place a priority on investments that implement the CMP by addressing a gap or deficiency, or implement TSMO strategies on an arterial within a regional mobility corridor.</i></p> <p>2.3.2. <i>Implement a regional congestion management program, including coordinated regional bus service, traffic operations improvements, transit, ridesharing, telecommuting incentives, and pricing strategies.</i></p> <p>2.3.3. <i>Consider a full range of options for meeting this objective, including different modal options, and policies for making more efficient use of existing capacity as well as small and larger scale multi-modal capacity investments.</i></p> <p>2.3.4. <i>Develop interchange area management plans (IAMPs) for all throughway access points that are approved by state, regional and local agencies.</i></p>

TABLE 3.5 GOAL 2— SUSTAIN ECONOMIC COMPETITIVENESS AND PROSPERITY

Goal Statement	Objectives
	<p>2.3.5. <i>Establish performance goals and benchmarks for mobility corridors and 2040 centers reflecting regional policy to increase proportional travel by transit, high-occupancy vehicle, and non-motorized travel modes to achieve reduced dependence on single-occupant vehicle travel</i></p> <p>2.3.6. <i>Monitor performance of the regional transportation system in subareas and along regional mobility corridors throughout the region consistent with the CMP.</i></p> <p>Objective 2.4 Freight Reliability –Maintain a reasonable and reliable travel time and access between freight intermodal facilities and destinations in, within and through the region to promote the region's function as a gateway for commerce, consistent with the Regional Freight System Map.</p> <p><u>Potential Actions:</u></p> <p>2.4.1. <i>Place a priority on transportation investments that maintain travel time reliability on the regional freight system and provide freight access to industrial areas and freight intermodal facilities.</i></p> <p>2.4.2. <i>Consider the movement of freight when conducting transportation studies.</i></p> <p>2.4.3. <i>Identify regional freight routes that ensure direct and convenient access from industrial and employment areas to the thruway network.</i></p> <p>2.4.4. <i>Identify and correct existing safety deficiencies on regional freight routes relating to:</i></p> <ul style="list-style-type: none"> • <i>roadway geometry and traffic controls,</i> • <i>bridges and overpasses,</i> • <i>at-grade railroad crossings,</i> • <i>truck infiltration in neighborhoods,</i> • <i>congestion on interchanges and hill climbs</i> <p>2.4.5. <i>Consider improvements that are dedicated to freight travel only.</i></p> <p>2.4.6. <i>Work with the private transportation industry, Oregon Economic Development Department, Portland Development Commission, Port of Portland and others to identify and realize investment opportunities that enhance freight mobility and support the state and regional economy.</i></p> <p>2.4.7. <i>Expand development and use of TSMO strategies that increase person-trip capacity on congested freight corridors, including traveler information tools and other management strategies to increase system reliability.</i></p> <p>Objective 2.5 – Job Retention and Creation – Foster the growth of new businesses and retain those that are already located in the region.</p> <p><u>Potential Action:</u></p> <p>2.5.1. <i>Place a priority on transportation investments that support state and local government efforts to attract new industries to Oregon or that keeps and encourages expansion of existing industries.</i></p>

TABLE 3.9 GOAL 6—PROMOTE ENVIRONMENTAL STEWARDSHIP

Goal Statement	Objectives
<p>Goal 6: Promote Environmental Stewardship</p> <p>Promote responsible stewardship of the region's natural, community, and cultural resources during planning, design, construction and management of multi-modal transportation infrastructure and services.</p>	<p>Objective 6.1 Natural Environment – Avoid or minimize undesirable impacts on fish and wildlife habitat conservation areas, wildlife corridors, significant flora and open spaces.</p> <p><u>Potential Actions:</u></p> <p>6.1.1. <i>Place a priority on 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.</i></p> <p>6.1.2. <i>Consider protecting the natural environment in all aspects of the transportation planning process to reduce the environmental impacts associated with transportation system design, construction and maintenance activities.</i></p> <p>6.1.3. <i>Locate new transportation and related utility projects to avoid fragmentation and degradation of components of regionally significant parks, habitat,</i></p>

TABLE 3.9 GOAL 6—PROMOTE ENVIRONMENTAL STEWARDSHIP

Goal Statement	Objectives
	<p><i>wildlife corridors, natural areas, open spaces, trails and greenways.</i></p> <p>6.1.4. <i>Implement a coordinated strategy to remove or retrofit culverts on the regional transportation system that block or restrict fish passage.</i></p> <p>6.1.5. <i>Incorporate green street designs and green development practices into community design and infrastructure plans.</i></p> <p>6.1.6. <i>Support the implementation of Green Streets practices through pilot projects and funding incentives.</i></p> <p>6.1.7. <i>Design transportation facilities with consideration for wildlife movement where wildlife corridors cannot be avoided.</i></p>
	<p>Objective 6.2 Clean Air – Reduce transportation-related vehicle emissions to improve air quality so that as growth occurs, the view of the Cascades and the Coast Range from within the region are maintained and greenhouse gas emissions are reduced.</p> <p><u>Potential Actions:</u></p> <p>6.2.1. <i>Place a priority on investments that reduce transportation-related vehicle emissions.</i></p> <p>6.2.2. <i>Encourage use of all low- or zero-emission modes of travel (e.g., transit, telecommuting, zero-emissions vehicles, carpooling, vanpooling, bicycles and walking).</i></p> <p>6.2.3. <i>Work with the state to include and implement strategies for planning and managing air quality in the regional airshed in the State Implementation Plan (SIP) for the Portland-Vancouver air quality maintenance areas (AQMA) as required by the federal Clean Air Act Amendments.</i></p> <p>6.2.4. <i>Ensure timely implementation and adequate funding for transportation control measures, as identified in the SIP.</i></p> <p>6.2.5. <i>Monitor air quality, greenhouse gas emissions and air toxics within the regional airshed.</i></p> <p>6.2.6. <i>Develop a comprehensive plan to reduce transportation-related greenhouse gas emissions to meet state goals.</i></p>
	<p>Objective 6.3 Water Quality and Quantity – Protect the region’s water quality and quantity.</p> <p><u>Potential Actions:</u></p> <p>6.3.1. <i>Place a priority on investments that reduce impervious surface coverage and stormwater run-off.</i></p> <p>6.3.2. <i>Incorporate green street designs and green development practices into community design and infrastructure plans.</i></p>
	<p>Objective 6.4 Energy and Land Consumption - Reduce transportation-related energy and land consumption and the region’s dependence on unstable energy sources.</p> <p><u>Potential Actions:</u></p> <p>6.4.1. <i>Place a priority on 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.</i></p> <p>6.4.2. <i>Promote and implement strategies to increase use of alternative energy vehicles and non-SOV travel modes.</i></p> <p>6.4.3. <i>Encourage transportation investments that discourage large new low-density housing development.</i></p>

TABLE 3.11 GOAL 8—ENSURE EQUITY

Goal Statement	Objectives
<p>Goal 8: Ensure Equity</p> <p>Regional transportation planning and investment decisions ensure the benefits and impacts of investments are equitably</p>	<p>Objective 8.1 Environmental Justice – Ensure benefits and impacts of investments are equitably distributed.</p> <p><u>Potential Actions:</u></p> <p>8.1.1. <i>Place a priority on investments that benefit environmental justice target areas communities, address past transportation equity issues or remove barriers to accessing the transportation system.</i></p>

TABLE 3.11 GOAL 8—ENSURE EQUITY

Goal Statement	Objectives
distributed.	<p>8.1.2. Evaluate benefits and impacts of recommended investments on environmental justice target areas communities.</p> <p>8.1.3. When a major disparity exists, expand modify a project to include commensurate benefits for those significantly burdened by project.</p> <p>Objective 8.2 Coordinated Human Services Transportation Needs - Ensure investments in the transportation system provide a full range of affordable options for people with low-income, elders and people with disabilities consistent with the Tri-County Coordinated Human Services Transportation Plan (CHSTP).</p> <p><u>Potential Actions:</u> Place a priority on investments that remove barriers to benefit special access needs.</p> <p>8.2.1. Place a priority on investments that 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.</p> <p>8.2.2. Encourage new and existing development to create and enhance pedestrian facilities near low income, elderly and disabled developments, including sidewalks, crosswalks, audible signals, etc. and provide incentives for the future pedestrian orientation in areas serving low income, elderly and disabled individuals.</p> <p>8.2.3. Periodically update the Tri-County Coordinated Human Services Transportation Plan.</p> <p>8.2.4. Encourage the location of elderly and disabled facilities in areas with existing transportation services and pedestrian amenities.</p> <p>8.2.5. Continue to work with TriMet, SMART, private non-profit providers, social services staff, and local jurisdictions to provide a customer information system that improves community familiarity with, access to and understanding of the elderly and disabled transportation network.</p> <p>8.2.6. Employ technology to create a seamless, coordinated and single point of entry system for the user's ease that maximizes efficiency of operation, planning and administrative functions.</p> <p>8.2.7. Incorporate low income, elderly and disabled housing 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.</p> <p>8.2.8. Provide for audible signals, curb cut tactile strips and appropriately timed signalized crosswalks at major retail centers or near bus stops for arterial street, high volume neighborhood circulators or other arterial streets near elderly or disabled facilities or in neighborhoods with significant elderly or disabled populations.</p> <p>8.2.9. Coordinate transit services and expand outreach programs to encourage and support fixed-route ridership by people with low-income, children, elders and people with disabilities.</p> <p>8.2.10. Improve the accountability of the special needs transportation network by enhancing customer input and feedback opportunities.</p> <p>8.2.11. Work with nonprofit and for profit affordable housing developers to encourage the location of public transportation near affordable housing.</p>

TABLE 3.12 GOAL 9: FISCAL STEWARDSHIP

Reason for Change: We very much appreciate the increased emphasis on sustainability as encapsulated in Goal 2 (Economy), Goal 6 (Environment) and Goal 8 (Equity), and to a lesser extent in other goals. However, based on the Objectives and Actions, is really about Fiscal Stewardship (or Efficient Use of Public Funds), rather than sustainability. The title should be changed to reflect this concept so as not to confuse the idea of sustainability (it should also be changed in bullet 3 on Page iv of the Executive Summary).

Goal Statement	Objectives
<p>Goal 9: Fiscal Stewardship</p> <p>Regional transportation planning and investment decisions promote responsible fiscal, social and environmental stewardship by maximizing the return on public investments in infrastructure and placing the highest priority on investments that reinforce Region 2040 and achieve multiple goals.</p>	<p>Objective 9.1 Asset Management– Provide for the continuing preservation and maintenance needs of transportation facilities and services as needed to maintain their useful life and eliminate maintenance backlogs.</p> <p><u>Potential Actions:</u></p> <ul style="list-style-type: none"> 9.1.1. <i>Place a priority on investments that cost-effectively maintain and preserve existing transportation infrastructure and services.</i> 9.1.2. <i>Develop cost-effective operation, maintenance and preservation strategies to extend life of existing roads, bridges, railroad crossings, public transportation facilities, and other transportation equipment and assets.</i> 9.1.3. <i>Focus on extending the life of existing transportation infrastructure if this is more cost-effective than expanding or building new facilities.</i> 9.1.4. <i>Develop methods to consider cost-effectiveness, least-cost solutions and life-cycle cost of facilities in the evaluation process.</i> <p>Objective 9.2 Maximize Return on Public Investment - Make transportation investment decisions that use public resources effectively and efficiently, using performance-based planning.</p> <p><u>Potential Actions:</u></p> <ul style="list-style-type: none"> 9.2.1. <i>Place the highest priority on cost-effective investments that achieve multiple objectives and those investments that make the greatest contribution to the region's overall well-being.</i> 9.2.2. <i>Update the Metropolitan Transportation Improvement Program (MTIP) policies and procedures to implement the policy direction of the RTP.</i> 9.2.3. <i>Ensure that land use decisions protect public investments in infrastructure and encourage compact development patterns to reduce transportation infrastructure costs of serving development.</i> 9.2.4. <i>Implement access management and other strategies to preserve the function of transportation facilities.</i> 9.2.5. <i>Develop agreements between transit service providers and local jurisdictions on the provision of transit service and the build-out of priority 2040 land-use areas and related street infrastructure.</i> 9.2.6. <i>Develop measures to evaluate the contribution of transportation investments and management strategies to the economic competitiveness of the region and the state.</i> 9.2.7. <i>Identify, protect, and/or acquire future right-of-way as early as possible to minimize negative impacts on communities and the natural environment.</i>

TABLE 3.13 GOAL 10—DELIVER ACCOUNTABILITY

Goal Statement	Objectives
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<p>Goal 10: Deliver Accountability</p> <p>The region's government, business, institutional and community leaders work together in an open and transparent manner, encourage public involvement, and provide meaningful opportunities for public input in transportation decisions. Public and private stakeholders coordinate their efforts, so the public experiences an integrated, comprehensive system of transportation facilities and services that bridge governance, institutional and fiscal barriers.</p>	<p>Objective 10.1 Meaningful Input Opportunities - Provide meaningful input opportunities for interested and affected stakeholders, including people who have traditionally been underrepresented, resource agencies, business, institutional and community stakeholders, and local, regional and state jurisdictions that own and operate the region's transportation system in plan development and review.</p> <p><u>Potential Actions:</u></p> <ul style="list-style-type: none"> 10.1.1. <i>Develop a detailed public involvement work plan consistent with the regional public involvement policy for each transportation plan, program or project that includes timelines, key decision points and opportunities for meaningful input throughout the decision-making process consistent with Metro's adopted public involvement policy for transportation planning.</i> 10.1.2. <i>Ensure that all materials created for the public are easily understood and reasonable opportunities for public input is provided through a variety of methods.</i> 10.1.3. <i>Create a record of formal public input on draft transportation plans and ensure input is fully responded to in a way that can provide direct feedback to submitters and the decision-makers.</i> 10.1.4. <i>Ensure that stakeholder groups are equitably represented on advisory panels.</i> 10.1.5. <i>Ensure transparency in decision-making by making all major decisions on the basis of substantiated findings that are grounded in meaningful involvement of the public.</i> 10.1.6. <i>Monitor and report transportation system investment and performance to the public.</i>
	<p>Objective 10.2 Stable and Innovative Funding – Stabilize existing transportation revenue while securing new and innovative long-term sources of funding adequate to build, operate and maintain the regional transportation system for all modes of travel at the federal, state, regional and local level.</p> <p><u>Potential Actions:</u></p> <ul style="list-style-type: none"> 10.2.1. <i>Place a priority on investments that leverage other investment from governments or private business.</i> 10.2.2. <i>Develop innovative public and private partnerships to advance long-term Region 2040 vision and establish appropriate revenue sources and financing mechanisms.</i> 10.2.3. <i>Develop regional finance strategy and seek opportunities at the state and federal levels to secure adequate and stable funding.</i> 10.2.4. <i>Define roles and responsibilities for financing different components of the regional transportation system.</i> 10.2.5. <i>Develop broad public support for needed investments in transportation infrastructure and resources for continuing operations, maintenance and preservation of transportation facilities.</i>
	<p>Objective 10.3 Coordination and Cooperation - Ensure representation in regional transportation decision-making is equitable from among all affected jurisdictions and stakeholders and improve coordination and cooperation among the public and private owners and operators the region's transportation system so the system can function in a coordinated manner and better provide for state and regional transportation needs.</p> <p><u>Potential Actions:</u></p> <ul style="list-style-type: none"> 10.3.1. <i>Place a priority on investments that increase coordination and cooperation of transportation providers.</i> 10.3.2. <i>Expand on current system and demand management coordination efforts at regional level.</i> 10.3.3. <i>Explore possibility of a regional approach for managing and operating bridges of regional significance.</i> 10.3.4. <i>Develop a regionally accepted document that clearly defines which agency is primarily responsible and principally accountable for planning, funding and managing different components of the transportation system. Different governments will be responsible for different components.</i>

4.3.8 Environmental Justice Analysis

As an entity utilizing federal funds, Metro is responsible to successfully integrate environmental justice standards into its transportation program and planning activities. Any program or activity receiving federal financial assistance cannot discriminate against people based on race, color, national origin, age, sex, disability, religion or income status. The RTP Investment Pool projects were intersected with identified Environmental Justice Target Areas (2000 census block groups with two or more socioeconomically sensitive populations). Communities (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). For more details see Appendices.

PERFORMANCE MEASURES

<ul style="list-style-type: none">• <i>Goal 3: Expand Transportation Choices</i>• <i>Multi-modal transportation infrastructure and services provide all residents of the region with affordable and equitable options for accessing housing, jobs, services, shopping, educational, cultural and recreational opportunities, and facilitate competitive choices for goods movement for all businesses in the region.</i>	<ul style="list-style-type: none">• <i>Modal share of walking, biking, transit and shared ride by 2040 land use.</i>• <i>Difference between travel time contours for 2040 target areas by mode.</i>• <i>Percent of homes within 30 minutes travel time of employment by auto and transit during peak periods.</i>• <i>Percent of jobs within 30 minutes of travel time to workforce by auto and transit during peak periods.</i>• <i>Percent of homes within 30 minutes' travel time of employment, broken down by mode.</i>• <i>Percent of homes and parks within one-quarter mile of regional multi-use trail system.</i>• <i>Percent of homes and parks within one-half mile access (via neighborhood streets) to bikeways.</i>• <i>Percent of seniors and people with disabilities within one-quarter mile of regional transit service via continuous sidewalks/protected crosswalks.</i>• <i>Percent of environmental justice target area community households within one-quarter mile of regional transit service.</i>• <i>Percent of homes and jobs within one-quarter mile of regional and community transit service.</i>• <i>Percent of homes and jobs within one-half mile of high capacity transit service.</i>• <i>Percent of household income (by quintile) spent on transportation.</i>• <i>Percent of arterial network with intersections with ADA-compliant ramps, adequate and unobstructed sidewalks and transit stops that are accessible.</i>
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<ul style="list-style-type: none"> • Goal 5: Enhance Safety and Security • Multi-modal transportation infrastructure and services are safe and secure for the public and goods movement. 	<ul style="list-style-type: none"> • Per capita crashes, serious injuries and fatalities by mode. • Per capita crashes, serious injuries and fatalities by census block group. • Percent and number of Safety Priority Index System (SPIS) locations addressed in past five years. • Number of reoccurring SPIS intersections and segments from year-to-year as identified in ODOT Highway Safety Action Plan. • Number of crashes, serious injuries and fatalities in identified safety corridors by mode. • Number of crashes, serious injuries and fatalities involving bicyclists and pedestrians within one-quarter to one-half mile of a school. Overall VMT. • Regional spending on imported energy. • Regional gasoline consumption. • Modal share of non-SOV travel modes. • Measure of personal safety.
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<ul style="list-style-type: none"> • Goal 6: Promote Environmental Stewardship • Promote responsible stewardship of the region's natural, community, and cultural resources during planning, design, construction and management of multi-modal transportation infrastructure and services. 	<ul style="list-style-type: none"> • Acres of environmentally-sensitive land impacted by new transportation infrastructure. • Number and percent of culverts on regional road system that inhibit fish passage. • Acres of riparian and wildlife corridors impacted by new transportation infrastructure. • Percent of street system with street trees that provide canopy for interception of precipitation. • Percent of street system with infiltration capacity. • Runoff volume measurements. • Tons per year of carbon/green house gas emissions. • Calculate estimates of greenhouse gas emissions of potential transportation investments.
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<p>Goal 8: Ensure Equity</p> <ul style="list-style-type: none"> • <i>Regional transportation planning and investment decisions ensure the benefits and impacts of investments are equitably distributed.</i> 	<ul style="list-style-type: none"> • Distribution of transportation investments by environmental justice target area community. • Distribution of transportation investments by mode (transit, pedestrian, bicycle, road expansion, etc.) and dollar amount by environmental justice communities. • Smog, particulate and air toxic pollutant concentrations by census block group and cross-referenced with EJ communities. • 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. • Rates of asthma and air-quality related health incidents by census block group and cross-referenced with EJ communities and EJ population distribution. • 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. • Participation rates of EJ target community members in transportation decision-making. • Community facilities & basic services assessment within ¼ mile radius of transit stops in EJ communities and EJ populations.
<p>Goal 10: Deliver Accountability</p> <p>The region's government, business, institutional and community leaders work together in an open and transparent manner so the public experiences an integrated, comprehensive system of transportation facilities and services that bridge governance, institutional and fiscal barriers.</p>	<ul style="list-style-type: none"> • <i>Inclusiveness of planning process and opportunities for involvement.</i> • <i>Diversity of social and economic backgrounds among meeting attendees.</i> • <i>Percent of population in cities and unincorporated area represented on JPACT and MPAC.</i> • <i>Percent of regional roadways connected to central operations center and ODOT operations center.</i> • <i>Distribution of transportation investments by environmental justice target area community.</i>

(Page 3-28)

Local Streets

Local streets primary provide direct access to adjacent land uses. While local streets are not intended to serve through traffic for motor vehicles, the aggregate effect of local street system design affects arterial and collector system effectiveness. When local travel is restricted by a lack of connecting routes, local trips are forced onto the arterial and/or collector street networks. Strategies should retain the neighborhood character and livability along these local routes. Chapter 7 requires local street spacing of no more than 530 feet in new residential and mixed-use areas, and cul-de-sacs are limited to 200 feet in length to distribute vehicle movements and provide direct bicycle and pedestrian routes. Local streets usually carry fewer than 1,000 vehicles per day, with volumes varying by jurisdiction. Vehicle Speeds on local streets are relatively low, which makes them good candidates for bicyclists and walkers traveling within and between centers.

GLOSSARY

(page G-4)

~~**Environmental justice target areas** – U.S. Census block groups that include two or more socioeconomically 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.~~

Replacement definition of EJ Community (Formerly EJ Target Area)

An EJ community is 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.

“Concentration” shall be defined as having a population density in a Census Block Group of any of the 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.

Reason for change: Former definition set threshold for inclusion very high, possibly high enough to eliminate all but one community in the region.

New Glossary Definitions:

Active transportation: Forms of transportation that promote active living, including walking, biking, and public transportation.

Environmental Justice Populations: people living in poverty, low-income people 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.

Reason for addition: Recommended Performance Measures use this term. EJ populations are not always large enough to be recognized as an EJ Community, but the impacts on these communities should nonetheless be measured and considered.



Southwest Neighborhoods, Inc.

7688 SW Capitol Highway, Portland, OR 97219 (503) 823-4592

November 15, 2007

NOV 15 2007

Metro Council and Joint Policy Advisory Committee on Transportation
Metro Regional Center
600 NE Grand Ave.
Portland, OR 97232

Re: 2035 Regional Transportation Plan Federal Component

Southwest Neighborhoods Inc. (SWNI) is a nonprofit coalition that provides services to promote citizen participation and crime prevention. SWNI represents 17 neighborhood associations and three business associations in the southwest quadrant of the City of Portland. We distinguish the SWNI coalition area from downtown Portland and the South Waterfront district since our coalition needs are distinct from those of downtown Portland and South Waterfront. The draft financially constrained Regional Transportation Plan (RTP) contains numerous projects that benefit the South Waterfront development (approximately \$385 million in transportation improvements) compared to projects costing \$67 million in the rest of the SWNI area.

Our coalition's geographic area includes:

- One major throughway (I-5)
- Three major regional arterials (Barbur Blvd./99W, Beaverton-Hillsdale Highway/10, Macadam Avenue/43)
- Three regional transit system routes (Barbur Blvd./99W, Beaverton-Hillsdale Highway/10, Macadam Avenue/43)
- Two collectors of regional significance (Terwilliger Blvd., Boones Ferry Rd.)
- Two regional boulevards and streets (Capitol Highway, Multnomah Blvd.)

In our coalition area, 46% of the arterials streets do not have sidewalks (22 miles), representing 45% of the entire City of Portland inventory of arterials without sidewalks. In fact, none of the major regional arterials, regional transit system routes or other regional arterials listed above has a complete pedestrian or bicycle network, and some of these regional arterials have significant gaps in the pedestrian and bicycle system. Our location in the West Hills poses challenges due to steep terrain and numerous creeks flowing through our area.

We have reviewed the draft 2035 Regional Transportation Plan and offer the following comments.

1. Are the proposed goals the right ones?

We do not have comments on the proposed RTP goals. Those that particularly resonate in Southwest Portland include those fostering vibrant communities and efficient urban form (Goal 1), expanding transportation choices (Goal 3), and promoting environmental stewardship (Goal 6).

2. Are the proposed investments the right ones? If not, what would you change?

- a. Type 1 Major Corridor Refinements for Barbur Blvd/Interstate-5 (page 7-39) is missing from the plan. We recommend adding Project #10283 and #10285 to the

financially constrained plan to complete the Barbur Streetscape Plan promised several years ago.

Barbur Blvd. is a major regional arterial and regional transit street connecting the suburbs to downtown Portland, yet there are significant gaps in the pedestrian and bicycle system. Multi-modal improvements (transit, bike and pedestrian) are urgently needed along this corridor in order to encourage use of alternative modes and improve safety. Numerous high-density and commercial developments are being built along this corridor, and more are planned in the next 28 years. Barbur is an old railroad grade and is a relatively desirable bicycle route, with a significant increase in the number of bicycle riders in the last 10 years. There are several dangerous gaps in the bicycle lanes along Barbur, particularly on the bridges over I-5, Multnomah Blvd, Vermont and Newberry. Project #10283 would construct improvements for transit, bikes and pedestrians between SW 3rd and SW Terwilliger. Project #10285 adds a number of multi-modal improvements between SW Terwilliger and SW 65th and links two town centers with downtown Portland.

- b. We also recommend eliminating or redesigning the Highway 99W Project #10770 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.
- c. Missing from the investment pool is a corridor study of Barbur Blvd/Interstate 5, and whether high-capacity transit would be appropriate for this corridor. These two studies are needed to address regional growth over the next 28 years and were included in earlier drafts of the RTP.
- d. Capitol Highway Project #10189 is a high priority for multi-modal improvements in Southwest Portland and must remain on the financially constrained list. This project urgently needs to be constructed to enable neighbors to walk to Multnomah Village and West Portland, and is also on the City of Portland Transportation System Development Charge Project List #90026.
- e. Several other Capitol Highway projects (projects #10272, 10273, 10282) in the investment pool are also high priority projects in our coalition area that complete gaps and should be added to the financially constrained list. They were in the 2004 Financially Constrained Regional Transportation Plan and meet the 2040 and RTP goals, but somehow got dropped from the list.
- f. The Red Electric Trail-Fanno Creek Greenway Project #10354 is a high priority multi-use trail that will provide safer east-west travel for bicyclists and pedestrians, and must remain on the financially constrained list.
- g. The Garden Home Road Project #10191 is oversized for neighborhood and regional needs. There is no need for a third lane of traffic on this neighborhood collector street, as through-traffic is handled by nearby Multnomah Boulevard, a designated Regional Boulevard, and the extra lane could result in removal of many trees that

are highly valued in the community. However, Garden Home road is desperately in need of pedestrian and bicycle improvements. It is also in critical need of traffic control at the intersection of Garden Home Road, Multnomah Blvd. and 69th Avenue (as called for in Metro's 2003 Fanno Creek Greenway Action Plan, under "Gap 7" of the Implementation Measures, the City of Portland Transportation System Development Charge Project List #90033, and 2000 RTP project #1211). Garden Home Road, from 67th to 71st Avenues, and from 45th to Capitol Highway, needs sidewalks. But Garden Home Road from 45th to 67th would be better served by bicycle lanes and a pedestrian trail rather than sidewalks. We therefore recommend downsizing the project by removing the third lane of traffic, and converting some sidewalks to a single paved (e.g. permeable asphalt) pedestrian trail, while maintaining the rest of the project's proposals.

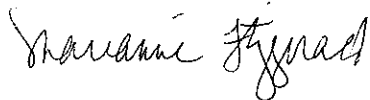
- h. The SW Stephenson Improvement Project #10227 is another high priority project in SW Portland and the intersection improvement needs to be constructed well before the projected timeline of 2026-2035. Several people have died at the intersection of SW Stephenson and Boones Ferry Road in the last year alone, and it is our understanding that this intersection will be improved in the near future (Portland TSDC Project #90062).
- i. The Hamilton Street Project #10226 is a high-priority project that is being studied for Halo Local Improvement District (LID) improvements, and is on the Portland TSDC Project List #90034. Neighbors have been advocating for safer pedestrian and bicycle access to schools, parks, and commercial centers along or near this corridor for many years.
- j. South Portland Improvements (Project #10235) are needed to improve multi-modal transportation access in South Portland and should be put on the financially constrained list. This previously, frequently promised project was in both the 2000 and 2004 RTP, advances many 2040 and RTP goals, and has some initial funding available.
- k. 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.

We recognize that we are recommending several additions to the Financially Constrained Project List. To balance these, we suggest that other projects be downsized or placed in the investment pool list. The SWNI coalition area has many critical needs to improve access to transit and enhance the pedestrian and bicycle network. We are currently participating in the City of Portland Halo LID pilot project to address some of these needs locally, and have participated in Commissioner Sam Adams' "Safe, Sound and Green Streets" project. We do not have specific comments regarding "How should future transportation dollars be raised?" but do recognize the need to raise additional dollars to address critical transportation needs, especially those that enhance alternative modes and address the RTP goals. Our comments are intended to meet RTP goals in Southwest Portland, and there are some very large projects that could be modestly

downsized (such as the Streetcar, South Waterfront, or other projects within the region) that may not have as many benefits to the regional transportation system as the ones we recommend above.

Finally, we emphasize that Metro and the City of Portland need to involve local neighborhoods in selecting and designing projects for inclusion in the Regional Transportation Plan and Metropolitan Transportation Improvement Program. These projects need to serve both local needs as well as regional needs, with features and costs appropriate for our communities.

Sincerely,

A handwritten signature in cursive script, appearing to read "Marianne Fitzgerald".

Marianne Fitzgerald
Transportation Committee Chair
Southwest Neighborhoods, Inc.



NOV 15 2007

November 15, 2007

Metro Council
Metro Regional Government
600 NE Grand Avenue
Portland, OR 97232

Dear Metro Council,

It is my pleasure to comment on the 2035 Regional Transportation Plan, Federal Component, for the Westside Transportation Alliance. We are the transportation management association in Washington County.

The WTA does not lay concrete and asphalt, yet we and other organizations working with the Regional Travel Options group expand the capacity of our current road system by shifting car trips to transit, walking, biking, ridesharing and telework. With declining funding sources, declining energy resources, increasing growth and increasing global warming, it just makes good sense to invest in the least cost and most beneficial solution to moving individuals around the region while making way for business deliveries and freight movement.

We are pleased to see auto trip reduction outcomes woven into every one of the RTP Goals expressed in words such as vibrant communities; prosperity, transportation choices; efficient management of the system; safety, environmental stewardship; health; equity; and sustainability. We TMA's and members of Regional Travel Options are poised to develop bold incentive programs to complement the region's physical investments in transit, street connectivity, and biking and walking connections.

Please accept these two suggestions as we all drill down to the details in the next phases of the RTP:

Westside Transportation Alliance

1) Successful trip reduction programs depend on responsive employers whether the carrot or the stick comes from regulation or from vocal employees, customers and investors. To further validate their importance, I suggest bringing employers into the early stages of the transportation study process of a new development project. Instead of assuming that adjacent streets will have to be widened to five or seven lanes to accommodate increased trips, the transportation study could quantify how many new trips each employer or household would have to reduce in order to avoid the widening. The TMA could be written into the transportation study to orchestrate resources, incentives, trip planning, ridesharing and shuttles thereby enabling employers to meet their goals.

2) Regarding the Performance measures for Goal 2: Sustain Economic Competitiveness and Prosperity - Develop a cost of congestion measure

Along with giving a value to time stuck in traffic, I suggest measuring the cost benefit to all people riding transit, walking and biking. If one can quantify the value of sitting in traffic then one can certainly quantify the value of getting 30 minutes of biking exercise plus 20 minutes of reading the Metro section or the Great American Novel in a typical trip from Southeast Portland, to downtown, to Beaverton Central MAX Station. There are many people who value this kind of commute time and have even written masters theses on MAX.

Thank you for the opportunity to comment on the RTP. I look forward to doing our part to make it a reality in the coming years.

Sincerely,

A handwritten signature in black ink that reads "Karen Frost". The signature is written in a cursive, flowing style.

Karen Frost

Executive Director

Mary Kyle McCurdy
Staff Attorney, 1000 Friends of Oregon

Metro Hearing on RTP
November 15, 2007

Thank you for the opportunity to address you today concerning the Regional Transportation Plan. The RTP has strong Goal statements regarding supporting efficient urban form and mixed use neighborhoods through a transportation system that offers modal choice. Metro has been and will continue to be a leader in doing this.

Today, I want discuss a major issue that impacts every Goal statement in the RTP, but is only lightly mentioned in the RTP – that of greenhouse gas emissions and global climate change. Whether and how Metro and the region deal with this goes to the heart of whether this community continues to be vibrant, economically competitive, equitable, and sustainable – all Goals of the RTP. This challenge is an opportunity for Metro – to provide national leadership on using a linked transportation and land use system to stabilize and then reduce greenhouse gas emissions.

Metro did this with LUTRAQ – through the Region 2040 land use plan, Metro demonstrated, and the nation learned, that land use densities, designs, and locations, and their link to the transportation system, matter. More efficient use of land and transportation choice has resulted in a region that consumes less land, has a high quality of life that continues to attract people and businesses, and means we all drive on average 20% less than other metropolitan areas. Metro can do this again with greenhouse gas emissions reduction.

The 2007 legislature passed HB 3543. This commits the state to **stopping growth in** GHG by 2010, and to **reducing** them by 10% below 1990 levels by 2025, and by 75% by 2050.

Absent changes in current trends, Oregon GHG emissions will grow by more than 60% just during the lifetime of this RTP. To meet the state's goals, we have to start NOW, including in this RTP, and in the New Look.

Transportation emissions are responsible for 38% of the state's total GHG. There certainly is no reason to believe it is any less than that in the Metro region. VMT/per person in the PDX region has stayed stable for the past few years. However, with an increasing population and UGB expansions, it will not necessarily remain that way. And even if we could maintain VMT/person, because of our growing population, increased fuel efficiency and reduced the carbon content of that fuel will **not** result in a stabilization of the growth in GHG alone, much less a reduction..

A number of studies, regionally and nationally, have shown that GHG emissions from transportation can be reduced by at least **one-third** through compact, mixed-use,

pedestrian-friendly communities that provide transportation alternatives to the automobile.

We recommend that Metro take the following actions:

- Incorporate into the RTP's Goals the same GHG reductions as the state's
- Reflect those targets in the RTP performance measures
- Commit the RTP to be "carbon-constrained"- whereby controls on road capacity kick in if other carbon-reducing strategies fail to be implemented
- As a primary action item, model the RTP projects to determine their contribution - or lack thereof - to achieving those GHG reduction targets.
- For those projects that generate significant increases in VMT, adopt offsetting land use actions and investments in transit and other modes that contribute to reducing GHG emissions.

CENTRAL NORTHEAST NEIGHBORS, INC.

4415 NE 87th Ave • Portland, OR 97220-4901
503-823-3156

111507c-05

November 15, 2007

Regional Transportation Plan (RTP) Comments
Metro Planning Department
600 NE Grand Avenue
Portland, OR 97232

RE: Central Northeast Neighbors (CNN) Comments on 2035 RTP Update

On behalf of the Central Northeast Neighbors (CNN) board of directors and the CNN Land Use, Transportation, Open Space and Parks committee, I have reviewed the Draft RTP for policy and project impacts to the CNN geographic area. We are a coalition of eight Portland neighborhoods that include Beaumont-Wilshire, Cully, Hollywood, Madison South, Rose City Park, Roseway, Sunderland and Sumner. The area has a population of over 50,000 and is bordered by NE 42nd Avenue, the Columbia Slough, I-205, and I-84. There is a wide range of ethnic and economic diversity within CNN, and parts of the area have long been underserved in terms of public transportation, pedestrian access, and park and natural area opportunities.

The vision for the regional transportation system plan is admirable, with goals including “foster vibrant communities and efficient urban form, enhance human health, ensure equity, and ensure sustainability.” These are goals that are important to CNN, as the coalition area includes a diverse and growing population traveling a street system largely constructed exclusively for automobiles in the early to mid-twentieth century.

The challenge of the RTP is to translate visionary policy language into real world projects at a time when transportation funding is scarce and transportation infrastructure is aging. While CNN recognizes that we are living in a time when transportation needs are many and financial resources are few, we are concerned that a limited amount of funding is devoted to CNN area projects.

The estimated price tag for the financially constrained list of projects is over \$9 billion to fund about 600 projects. Only eight of the projects, valued at about \$32 million, pass through or within the CNN area. These include two north/south bikeways, the Columbia Slough trail project on our north border, and the partially funded Cully green street project. There are also freight oriented projects listed for Cornfoot Street, the NE 82nd/Columbia intersection, and the intersection at NE Alderwood/Columbia/Cully that serve industrial needs to the north of the CNN area. In addition, TriMet proposes adding more service hours to Sandy Boulevard/Line 12.

While the above projects are necessary, the financially constrained list neglects major streets - such as NE 82nd Avenue, NE Sandy Boulevard, and NE Killingsworth Street – that are key components of the transportation system in the CNN area. There are a number of projects, some currently listed as “RTP Investment Pool” projects or Portland Transportation System Plan projects that are critical to CNN and we recommend be added to the “financially constrained list.” These include:

- Sandy Boulevard multimodal improvements from NE 47th to NE 101st Street. This project could include recommendations from the Roseway Vision Plan developed by neighborhood residents in the early 2000s. In addition, Sandy Boulevard has potential as an extension to the Portland streetcar system.
- NE Killingsworth pedestrian district and traffic safety corridor. Neighborhood representatives are currently working with PDOT staff and Commissioner Adam’s office to fund a streetscape plan from Martin Luther King Boulevard to NE 72nd Avenue.
- Hollywood town center pedestrian district and transit oriented development.
- East/west bikeways on NE Skidmore/Prescott and on Klickitat/Siskiyou to compliment the north/south bikeway planned for the NE 50s and NE 70s.
- Sullivan’s Gulch Trail from the East Bank Esplanade to NE 122nd Avenue.
- 82nd Avenue streetscape planning and pedestrian improvements. This would build on current efforts that include the 82nd Avenue Crash Corridor Study, MAX station area planning, and neighborhood interest in sustainable and transit-friendly development at a large vacant parcel east of NE 82nd and Siskiyou. Ultimately, 82nd Avenue requires a comprehensive corridor planning effort to look at both land use and transportation. As with Sandy Boulevard, NE 82nd Avenue has potential as an extension to the Portland streetcar system.

We appreciate the efforts of Metro staff and decision-makers in developing a visionary Regional Transportation Plan, and urge you to add more projects that will serve the Central Northeast Neighbors coalition of neighborhoods. Thank you for the opportunity to comment.

Sincerely,



Bill Barber
Neighborhood Planner
Central Northeast Neighbors, Inc.
4415 NE 87th Avenue
Portland, OR 97220-4901
503-823-2883
www.cnncoalition.org
billb@cnncoalition.org



METRO

Request to Testify

(Please print legibly)

Name: Kay Durtsche Date: _____

Affiliation (if any): _____

Street address: _____

City: _____ State: _____ Zip: _____

Phone: () _____ Race/ethnicity (optional*): _____

Email address: _____

*Metro uses this optional information to evaluate its public outreach.

Subject of testimony (include resolution or ordinance number where appropriate):

*Everyone is talking Carbon Credits Can we use
this avenue for some funding VS increasing gas taxes*

To request electronic notices on topics that may be of interest to you, please visit Metro's News and Subscriptions web page at www.metro-region.org/enews.

PLEASE READ INSTRUCTIONS FOR TESTIFYING ON REVERSE OF THIS CARD



METRO

Today's date: 11-15-07

Comment Form

DRAFT 2035 Regional Transportation Plan (Federal Component)

(Starred items are required for inclusion in the public record. Please print.)

Name:* Michelle Becker

Address:* 6460 SW Burlingame Place

Affiliation _____ Racial/ethnic identity: _____

Email: mreinig@guest.net

Include me in your list of interested parties. (These lists are not shared with any other organizations or used for any other purpose.)

Are the proposed goals the right ones? If not, what would you change?

No comment

Are the proposed investments the right ones? If not, what would you change?

Project 10171 Burnside/Couch Couplet for \$76 + Million.
~~No comment~~

The problems on Burnside could be resolved without a coupled
d streetcar. This is way too expensive and won't necessarily solve

How should future transportation dollars be raised? the problems; in fact, they will likely
shift some accidents from Burnside
to Couch - a street with heavy pedestrian
volumes. Why is this project being
pursued when lower cost, more effective
options exist?

Other comments? (attach additional pages if needed):

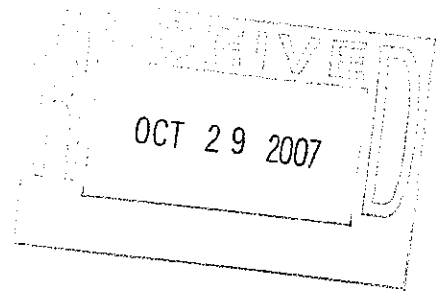
Projects 10191 & 10189 Hillsdale: Please focus on
main street problems before side streets. Shouldn't
we be looking at Barber Blvd?

Project 10235: Do not close ramps to Ross Island
Bridge from Barber you will create out-of-direction
travel which serves no purpose.

To present oral testimony, hand your form to staff at the sign-in table with any supporting material you wish to have in the public record. Keep the color copy for your reference.



Swan Island Business Association
P.O. BOX 4773, Portland, OR 97208



October 10, 2007

To Whom it May Concern,

Swan Island Business Association endorses a North Portland Greenway Trail from the Eastbank Esplanade to St Johns.

Swan Island businesses and their employees have enjoyed the benefits of a segment of the Greenway Trail on Swan Island since the 70's. It is an important amenity for employees as well as a key link in the area's transportation options.

Extending the Greenway south to the Esplanade and north to St Johns will improve job access to businesses throughout Swan Island and all along the river, and expand recreational opportunities for employees and neighbors in the adjacent communities.

We believe that the Trail must be designed and constructed so as to minimize impacts on businesses...SIBA does not support a Trail segment through the Shipyards!...and urge the City of Portland to move decisively to construct segments where publicly owned right of way and/or public/private partnerships offer once in a lifetime opportunities.

Links to North Portland neighborhoods, such as recent improvements to Going Street and the funded Waud Bluff Trail, make it easier for Swan Islanders to live and play close by to where they work, reducing commuter trips on the area's constrained roadways.

SIBA looks forward to working with Swan Island's many businesses, City and Metro staff, and citizen advocates like npGreenway to see this decades old dream come to fruition.

Sincerely,

Dave Panchot, SIBA President

The I-5 Corridor

**Is replacing the I-5 Interstate Bridges that cross the Columbia River a prudent decision?
Are there other more reasonable alternatives to the CRC Task Force recommendations,
that have greater regional benefits than replacing The I-5 Interstate Bridges.**

By Paul Edgar

The I-5 corridor is a contiguous north/south interstate corridor extending from Mexico to Canada and it cuts through the center of downtown Portland Oregon. Going into and through downtown Portland it has only 2 and 3-lanes of capacity in many areas, with many sharp curves and a much higher than average number of accidents than are found with comparable interstate highways within the State of Oregon. In the I-5 corridor between Portland and Vancouver Washington, there are approximately 135,000 incidents of commuter travel in the combine of the AM and PM peak period rush hours, with a Level of Service (LOS) of "F" for over 7-hours per day in the 2005 time frame. By 2030 it has been estimated that we will experience 14-hours of LOS "F" conditions with a 5 to 6-mile long backups. These projected I-5 corridor conditions will exist with or without a new wide replacement Interstate Bridge. If anything the south bound I-5 corridor conditions will be made worse with more vehicles induced into the corridor with a proposed new I-5 CRC Bridge with double the capacity and lanes.

There are many structural impediments in the I-5 corridor like: the 2-lane section of the I-5 corridor at Delta Park (hopefully soon to be corrected) and the 2-lane east bank sections of the I-5 corridor along the Willamette River. When you combine these sections with the high volume of traffic coming from and going into the I-5/I-84 interchange with conditions found on the Marquam Bridge with its narrow lanes and sharp curves we end up with conditions that create significant safety problems and hazards with choke point impediments that just do not go away.

Many people consider the Marquam Bridge as one of the most poorly designed bridges to handle its high volumes of traffic. The Marquam Bridge has had a history of serious accidents that have resulted in the I-5 Interstate corridor getting closed down and the Federal Government recently categorized the Marquam Bridge as "Functionally Obsolete". Further to the south on the I-5 corridor we compound our problem found with the very dangerous Terwilliger Curves and a very accident-prone section of the corridor. When you combine all of the I-5 corridor problems with it's poor safety/crash record, unfixable choke points, lack of adequate capacity to the number of vehicles that use it, with its congestion problems that help create toxic air quality problems most people have come to the conclusion that the I-5 corridor through Portland is BROKEN!

The Right-of-Way (ROW) problems in the I-5 corridor constrain options and opportunities and result in perpetuating inadequate capacity with many narrow lanes and sharp curves. The Bi-State I-5 Transportation and Trade Partnership Study group came to the conclusion and made the recommendation that the I-5 corridor through Portland should not be widened to greater than 3-lanes. However they suggested that something must be done to correct and alleviate the problems that result in a serious lack of freight mobility in the I-5 corridor north into Vancouver. One of the recommendations listed was to look at replacing the Interstate Bridges as part of a regional solution to the problems of ever growing congestion in the I-5 corridor. Politics and special interests took over this I-5 Bi-State Transportation and Trade Partnership Study Group and it became a Christmas tree of possible recommendation to solving the regional problems of this vital interstate corridor.

A Delta Park Widening Task Force and Columbia River Crossing Task Force were formed as by-products of this I-5 Bi-State Transportation and Trade Partnership Study Group. The Delta Park Widening Task Force moved quickly and has now completed its final design and completed its Environment Impact Statement (EIS) with significant Federal and State funding obligation and earmarks in place that ensure that the project will get built.

A Columbia River Crossing (CRC) Task was appointed to determine if it is reasonable and prudent to replace the Interstate Bridges on the I-5 corridor that cross the Columbia River. CRC Task Force have come in with recommendations will probably result in a new wide (6-total lanes in each direction) CRC Bridge replacement project with Bridge Influence Area (BIA) improvements and HC Mass Transit Facilities, that will have a price tag of approximately \$4.5 to \$6-Billion Dollars.

There are many problems associated with this I-5 corridor, CRC Project and BIA improvements. Most are about its limited focus that does not consider addressing the rest of the contiguous I-5 corridor problems with a regional overview as to its effectiveness. It has apparently developed into a targeted solution with an add-in of extending High Capacity Transit into the corridor. The most recent recommendations call for a new High Capacity Light Rail Transit (HCLRT) link into Clark County. The CRC Task Force has not taken steps to determine what regional impacts are of their recommendations both positive and negative as part of the Bi-State regional solutions to problems identified within the Bi-State I-5 Partnership Study Group. Do these new CRC Task Force recommendations solve and eliminate congestion and significant air quality problems found in the I-5 corridor between Portland and Vancouver? Do these new CRC recommendations solve and eliminate the problems associated with congestion that results conditions that will bring freight mobility and our freight dependent economy to its knees? Do these new CRC recommendations look at other options and alternatives outside of the very tight BIA where alternative arterial corridors could result in the possibility of achieving equal to or better results for less money? Has the CRC Task Force looked at identifying all choke points in the I-5 corridor and determined what the net effect would if they were eliminated expressly right before, on and after crossing the bridge?

We have recently come to understand that David Evans, Transportation Consulting Company, have gathered new and more accurate information on the incidents of travel in the I-5 corridor from the Marquam Bridge to Vancouver that seem to point to the fact that the contiguous I-5 corridor is in much worse condition that what was previously known and presented in public testimony. This information was gathered on a contract from the CRC Task Force in the October 2005 time frame and given to the CRC Task Force Staff early after the first of the year 2006 in its raw form. This information was not used and/or presented in the CRC Task Force meeting and public presentations when it could have effected significant decisions associated with how effective any improvements might be with the possible replacement of the Interstate Bridges and improvement within the BIA. There is reason to believe that the CRC Task Force Staff apparently withheld this information in an attempt guide the development of criteria and options that could include or exclude alternatives from consideration. As recently as April 2006 CRC meeting and Open houses the CRC staff was presenting 2-hour LOS "F" conditions on the contiguous sections of the I-5 corridor in and through Portland and this was not true and they knew it. This information about the rest of the contiguous I-5 corridor problems changes the whole picture of how effective any targeted CRC Project and BIA improvement would be in solving the problems identified in the I-5 Bi-State Transportation and Trade Partnership Study recommendations.

There is more than adequate reason to believe that the CRC Task Force Staff withheld information in an attempt to control the flow and timing of information to the CRC Task Force members and public in an effort to present an agenda more favorable to their predetermined point of view and direction that they intend to lead everyone. This has led to the elimination of opportunities for a fare and "Equal Context Sensible Solutions" from evaluation as viable alternatives. This will prevent these viable alternatives and options from being included in the development of an effective "Environmental Impact Statement". To others and me the CRC Task Force Project has not been managed in the best interest of the public and critical decision makers.

It has been confirmed that this singular CRC Project might consume most of all of the next 20-years of our regions Federal Transportation Funding Dollars for highway and transit project. This makes all of the considerations about the effectiveness of the CRC Project and how it fits into our regional priorities more important. Because of the net effect will have on funding of all other listed projects, we have a responsibility to place a greater level of scrutiny on the process and all decisions and stated benefits coming from the CRC Task Force Project. This means to me that we must again review the CRC Task Force charter, its deliberation and current results to ensure that it effectively meets the needs of a greater regional perspective with a region wide benefit analysis. Too many other projects and priorities can and will be left out as a result of a project of this magnitude and with its funding earmarks and implications.

For many of us the credibility of the CRC Task Force Staff has always been in question. They have suggested that a high percentage of the vehicles that cross the Columbia River exit the I-5 corridor within the limited scope of the BIA but this is just not the case. The recently published CRC/David Evans, incidents of travel and vehicle count information new prove otherwise. The BIA is an area in the I-5 corridor from approximately SR-500 in the north to Lombard in the south. It includes areas in the I-5 corridor that are in the process of getting corrected and widened in what is called the Delta Park Project. Benefits derived from this Delta Park Widening Project have nothing to do with any benefits stated as coming from the replacing of the Interstate Bridges. The Delta Park Project is a completely separate project with most all of its funding intact.

Currently 80% to 85% of the approximate 65,000 commuters in the I-5 corridor going north and south do not get on or off of the I-5 corridor in the "Bridge Influence Area" in the AM and PM rush hours in their commute, to and from work. They are part of commuters entering on to SR-14 or SR-500 or further north in the I-5 corridor or from originations that make their entry into I-5 mix less important than those entry points. These commuters travel to their places of employment in Oregon all over the map. These commuters have limited opportunities and choices to where High Capacity Transit (HC-Transit) methods are available to where they can get to a pickup point and where they get on and use HC-Transit methods to get to their places of employment. 98% of these commuters would end up relying on a car somewhere in this process of trying to use HC-Transit methods. Any attempted use of HC-Transit methods to get to a place of employment in Oregon at this time and with the projected recommendations coming from the CRC Task Force will result in very long commutes when compared to taking a direct route that can be achieved with a car. Vanpools and buses are much better solutions than HCLRT methods.

To me, most any I-5 corridor fix identified by the CRC Task Force recommendations only solves isolated problems and appears to be more of a special interest effort to advance a limited agenda. To many, their recommendations and suppression of many reasonable regional alternatives have not advanced solutions with enough benefits to justify their acceptance. We must eliminate the problems on inadequate capacity in the I-5 corridor that results in stifling congestion that we know kills people and businesses with un-acceptable high levels toxic emissions and congestion.

The problems, opportunities and regional needs of the I-5 corridor and its stakeholders require balanced infrastructure investments. Anything short of that may not result in enough balanced environmental improvements with the needs of the people, businesses and taxpayers who are looking for a return of investment. If in addition these CRC Project do not result in major gains in Freight Mobility, the economic engine of our region can be brought to a virtual halt. This becomes a major reason for turning back the current CRC Project recommendations. Just putting all of our energy and money into this one CRC Interstate Bridge replacement project, associated HCLRT and BIA improvements and not provide alternatives that will get the people out of their cars and the I-5 corridor is wrong. The focus on these CRC Task Force recommendations, have prevented our region from identifying real transportation solutions of greater regional importance.

We must take steps to reduce vehicular traffic in the I-5 corridor, not increase it. A new 6-lane wide CRC replacement Interstate Bridge, with double the current capacity will induce more traffic into this environment that currently inter-connects to 2 and 3-lanes wide freeways that are networked together in the Portland/Vancouver region. To introduce a new dramatically higher number of vehicles into the I-5 corridor from the Vancouver will result in creating an out of balance condition in the whole Portland freeway grid. It will result in placing greater stress through out this inter-connected grid of local freeways, arterials and City Streets.

We have experienced how problems ripple when a freeway corridor is reduced or shutdown and how we all scramble to find alternatives. We know that most all of our action will result in bringing the flow of people and commerce to an almost dead stop. Most of the 65,000 daily commuters coming from Vancouver have limited choices and options with only two major north/south interstate bridge crossings available to them. Just a little hiccup can bring most people and most all freight mobility, just about everything, to a dead stop. Most people realize that all of the multi-mode methods; PED, Bike, HC-Transit methods including HCLRT cannot solve the problems of the lack of capacity that is a direct result of increases in population and changes where families have moved away from The City of Portland to the suburbs like Vancouver Washington and in Oregon, Clackamas County and the jobs have not followed. Current land use considerations with existing Urban Growth Boundaries have resulted in creating this exodus to the suburbs and transportation planning must now change to compensate for this dramatic change, where people and their jobs are not close together.

Most People know that we have significant Industrial Areas/Zones in north Portland, like the Rivergate Industrial Area including Terminals 2 and 4. We also have major heavy rail switchyards and the Northwest Industrial Area that provide important economic base for employment. Traffic, people and commerce going into and coming out of these industrial areas are vital to our economy with hundreds of thousands of excellent family wage jobs at stake. What happens here is critical to this State, our region and Portland Oregon. It also affects the United States of America, as we are a major gateway port, to the world. This activity also brings great stress on our heavy rail freight mobility capabilities. The economic impact that comes from the integration of our maritime activity, connected to freight terminal, to our rail capabilities, to our tucks, to our businesses and to our people who depend on this economic engine running is amazing. When pieces and parts of it get out of balance or out of sync the system fail as a whole. This cannot exist without all pieces in balance with each other. When our transportation system fails it destroys our ability to compete locally and in an America and in the world as whole today.

So what are my solutions to these problems? What are the opportunities not being addressed by the CRC Task Force?

First, I believe that we must address the need for alternatives to the I-5 corridor. We have all of our eggs in too few baskets. To me, this is an opportunity to develop a new alternate Westside North Portland Street/BNSF Arterial corridor that creates new capacity that is an alternative Bi-State multi-mode arterial corridor like what is identified in the last Federal Highway Funding Package coming out of congress. This is a perfect fit for the "Corridors of the Future" authorizations in the SAFETEA-LU, which provides for grants to move ahead on opportunities like this.

This would be a new alternate Interstate multi-mode arterial corridor with new bridges with one that crosses the Columbia River, replacing the current less than adequate BNSF RR Bridge with a new multi-mode double deck span. This new alternate interstate arterial corridor would connect Vancouver to Portland and would extend along North Portland Street/BNSF Tracks to the Westside of the Willamette River. It would include new freight specific capabilities and increases in capacity for addressing the needs of environment, freight, commerce and jobs.

On the bottom deck of a new replacement interstate multi-mode RR Bridge that crosses the Columbia River we would find new capability to double heavy rail capacity and provide separate rail facilities for concurrent passenger/commuter rail to operate at the same time with freight rail. This is a very big deal to our regional ports and to Rail Roads and to our regions economies.

Many of us visualize this as an opportunity to extend HCLRT/MAX into Vancouver Washington on this bridge at a lower over-all opportunity cost. We would have space to include it on the same deck with heavy and passenger rail at little or no extra expense, when compared to a CRC Project alternative. By doing this as part of this multi-mode package we extend Light Rail into Clark County without an all inclusive and divisive vote of the people in the State of Washington to approve a new "Bi-State Taxing Authority" whereas a Oregon Based entity (Tri-Met) would probably have majority control and authority to tax Washingtonians. This is a very hard sell in the State of Washington to get approved. It simply get HCLRT/MAX into downtown Vancouver by looping around the EXPO Center on this new multi-mode bridge with stops on Hayden Island and the next stop in downtown Vancouver all run by Tri-Met with its operation funded by passenger fares.

On the upper deck of this new multi-mode interstate bridge there would be at least 2-lanes dedicated for freight specific use. Approximately 1,000 trucks come out of the Port of Vancouver everyday connecting on to the I-5 corridor with a very high majority heading south into and /or through Oregon. This is an example of how a new alternate arterial corridor like this can play a major role in eliminating the need for these trucks to enter into mix of the I-5 corridor. They could flow directly across the Columbia River and eliminate their impacts on congestion and toxic emissions. Each of the major roadways that would intersect with the new North Portland Street alternate multi-mode arterial corridor should find reasonable connections to move freight and passenger vehicles away from the I-5 corridor. Marine Drive, Columbia Blvd, and Lombard are examples of the major intersecting arterials. This new corridor when extended to the Westside of the Willamette River will create reasonable alternatives to where the I-5 corridor, inter-city streets and/or the St. Johns Bridge and the St Johns Town Center would not have to be used for major freight activity. It is not hard to envision that this new alternate multi-mode arterial corridor could achieve a 30% reduction in the I-5 corridor congestion when combined with peak period TDM methods and incentives.

This new alternative multi-mode interstate arterial can be built in a Public/Private Partnership. Entities like; BNSF, Union Pacific RR, Tri-Met, City of Portland, Port of Portland, PDC, ODOT, Multnomah County, Clark County, City of Vancouver, Port of Vancouver, WSDOT, Maritime and River Navigation Interests, Trucking Interests, Portland Business Alliance, Federal New Starts Transit monies, and the Federal Highway Administration. It may or may not include the need for placing tolls to fund the building of this alternative to replacing the Interstate Bridges with a CRC Project. But for most all commuters it would mean that there would not be a need to place tolls on the I-5 bridges and/or the I-205 Bridge to get back and forth across the Columbia River.

Placing regressive TOLLS on the primary north/south I-5 and I-205 corridors will hurt low-income people and will create an environment that will result in negative impacts to the local economy on both sides of the Columbia River. This is more than the use of Transportation Demand Management (TDM) methods it is a very regressive toll, which will be to many nothing more, then an additional Tax.

On the second front we must 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.

A little know fact is that most all of the bridges and overpasses in the I-205 corridor from Oregon City to Mill Plain in Vancouver are currently to the most part adequate to allow for this expansion of I-205 out to a minimum of 4-lanes in each direction of through traffic. This area of the I-205 corridor would therefore require minimal comparative levels of investment to achieve a dramatic expansion in real capacity. The major needed investments to expand the capacity of the I-205 corridor are at both ends. In the south the I-205 corridor has seen significant improvements between the I-5 and Stafford interchanges on I-205. However, there is still the critical 2-lanes section of the I-205 corridor from Stafford north to Oregon City including a need for a major upgrade of the Oregon City I-205 Abernathy Bridge that needs widening. We are currently experiencing LOS "F" conditions for approximately 5-plus hours per day in this 2-lane section of the I-205 corridor. Upgrades and expansion are also needed in the northern section of the I-205 corridor. In this section we also find 2-lanes of capacity starting at between SR-500 and Paden Parkway Interchange out to where I-205 re-connects back to the I-5 corridor.

There is no way that we could put enough money into the I-5 corridor with its ROW limitations and considerations to bring it up to a level of safety and capacity the can be achieved in the I-205 corridor. With the I-205 corridor we are able to achieve reduced levels of congestion and improved level of safety that just cannot be achieved at any level of investment in the I-5 corridor. We should continue to support the Delta Park Widening project and incremental improvement that eliminate all choke points within the I-5 corridor between Portland and Vancouver. We can eliminate most all of the current congestion and safety problems with the I-5 Interstate Bridges by eliminating all of the on and off ramps to Hayden Island from I-5 corridor and relocate the on and off ramps from SR-14 in Vancouver. When coupled with a 4-lane and sometime 5-lane I-205 corridor and a new Alternate Westside Bi-State Multi-mode Arterial corridor, we can achieve the most prudent use of our limited transportation investment dollars in the long and short term. We can achieve the greatest positive effect on reducing area wide congestion and saving our environment and at the same time achieve the best possible positive impact on our economy.

pauloedgar@qwest.net, 10/31/2007



CITY of BEAVERTON

4755 S.W. Griffith Drive, P.O. Box 4755, Beaverton, OR 97076 TEL: 526-2481V/TDD Fax 526-2571

November 7, 2007

ROB DRAKE
MAYOR

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

Dear Councilor Bragdon,

Thank you for the opportunity to comment on the Public Review Draft 2035 Regional Transportation Plan (RTP) Federal Component. The hard work to redefine how our region responds to current and future transportation challenges is evident in this federal response to planning requirements.

While we are generally satisfied with the work to date and support finalizing the Federal RTP to meet the deadline, we agree that there are some issues that need further discussion. Our concern remains about the lack of refined performance measures in this RTP. We believe it is important to retain the current level of service standards from the adopted RTP because the projects in Table 6.1 are based on them. Moreover, our local level of service performance standards are based on the regional measures, and the impacts of new development on our system are measured through the required traffic impact analysis against these standards. To omit the RTP level of service standards is inconsistent with local plans and would leave a gap with unknown consequences until new ones are refined and adopted in the State RTP.

In addition, the corridors method of defining deficiencies has yet to be integrated in the RTP. Though corridor analysis is perhaps a more insightful way of viewing congestion and project identification, we have not performed these analyses and do not know how to respond to their outcomes. The iterative process of modeling and measuring outcomes against the new performance measures has yet to be accomplished.

We also feel it is confusing and difficult to separate the conclusions that the RTP draws from the illustrative scenario modeling results and the inclusion of the financially constrained projects in Table 6.1 of this RTP. To date we have only seen the Round 1 model results for the 2005 existing and 2035 illustrative systems. However, the federal RTP is required to be based on the financially constrained Table 6.1 projects, which have yet to be modeled in 2035. Clarifying that the RTP uses the illustrative scenario and that the financially constrained results are yet to be determined with the State RTP update would be more accurate.

Mr. David Bragdon
November 7, 2007
Page Two

Thank you again for considering these comments. We look forward to working with you to address them in order to complete the federal component on time, and then to move forward to tackle the challenges that remain with the update of the State RTP.

Sincerely,

A handwritten signature in black ink, appearing to read "Rob Drake". The signature is fluid and cursive, with a long horizontal stroke at the end.

Rob Drake
Mayor



To: Metro Councilors
Date: November 7, 2007
Subject: **Comments on Proposed Federal Regional Transportation Plan**

Thank you for the opportunity to comment on the draft RTP. Our comments are illustrated below, and we hope they are considered by JPACT, MPACT and the Metro Council before moving forward on the Federal RTP.

Primary Comment

Until the performance measures are identified and their impacts understood, we cannot gauge the potential impact of the new RTP, and specifically the Goals and objectives. While we are reasonably satisfied with the project list which seems to include the County's major priorities given the assumed financial constraint, without knowing how the goals and performance measures are to be interpreted and applied, there is no assurance that projects on the list could be built.

In short, the project list seems to take a back seat to the interpretation and application of the new Metro goals and any new performance measures. Moreover, because the performance measures have not been developed, we are uncertain about the value of providing specific comments on the Federal RTP and we are electing to hold in abeyance providing additional specific comments on RTP text until a thorough State RTP is developed and discussed. We want to stress to JPACT that importance of maintaining flexibility to revisit the Goals as part of the State RTP process if necessary.

Additional General Comments

- 1. Support for meeting the Federal RTP deadline:** The County supports a Federal Regional Transportation Plan that meets Federal Requirements, including the necessary adoption deadline.
- 2. Project List Adequacy:** Given the financial constraints, the project list included in the proposed Federal Regional Transportation Plan reflects priority projects for the most part in Washington County.
- 3. Lack of performance measures:** Because the Federal RTP lacks performance measures, it is not possible to understand what the Goals mean, how they will be interpreted, and how the goals fit into the rest of the RTP.

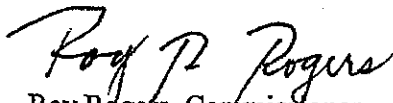
4. Support for the separation of the Federal and State RTP components: The County supported JPACT's and Metro's actions separating out the Federal and State Transportation Plan update processes. The County supported this action because of concern that there was insufficient time available before the Federal RTP deadline with which to thoroughly discuss and understand the potential impact of Metro's proposed new RTP Goals; particularly, since the performance measures had not been identified. We strongly urge Metro to place emphasis on the State RTP process and use it to resolve policy issues.

5. Concern about understanding the potential impacts new RTP Goals without performance measures: The County is concerned that the current Federal Regional Transportation Plan proposal includes Metro's proposed new RTP Goals without having thorough and complete discussions with JPACT members to fully understand the potential impacts of the new Metro goals and the new performance measures. Metro has the option, however, of simply including the existing 2004 RTP goals with the new project list and deferring formal action on the new goals and the new performance measures as part of the Federal RTP to our continued discussions in the State Regional Transportation Plan. We remain concerned that an action on the Federal RTP will overly solidify the goals as being unchangeable as part of the State RTP process. We need to maintain the flexibility to revisit the Goals as part of the State RTP process if necessary.

6. Insufficient time to review the new goals and new staff wording: The 30-day public comment period is simply not adequate to solicit thorough, well-informed responses to these new goals and the rest of the RTP. While Metro continues to work on the Goals and we recognize there have been changes from previous drafts, we urge JPACT, MPACT and the Metro Council to keep options open to revisit the Goals as part of the State RTP. Metro, then, should not interpret the County's lack of comment as acceptance of the draft RTP, and should expect that there will be additional comments on the new goals as the performance measures and projects evolve as part of the State RTP.

Again, thank you for the opportunity to comment,

Sincerely,

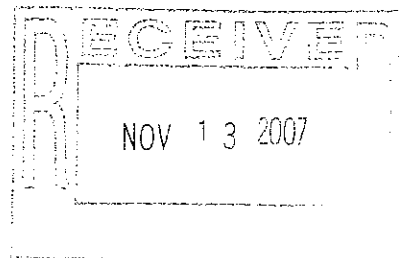


Roy Rogers, Commissioner
Washington County Board of Commissioners



November 9, 2007

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



Dear David:

On behalf of Kaiser Permanente, we want to congratulate Metro on having the foresight to recognize that transportation has a major impact on the health and livability of individuals and communities, and that you addressed human health in your Regional Transportation Plan!

Three years ago, KP identified a Community Health Initiative focused on Healthy Eating and Active Living as a major priority. We did this in order to address the current epidemic of obesity particularly in children. We believe you are aware that approximately 18% of all children are obese, and the majority of these children will go on to be obese adults. Along with cardiovascular disease and impaired mental health, the rate of type-2 diabetes is accelerating as a consequence of obesity, resulting in a worsening overall quality of life and increasing illness and death especially for the current generation of young people. The CDC now estimates that without improvement in the current trends, young people today will have a shorter life expectancy than their parents.

Access to and the consumption of healthy foods and increasing physical activity are the key lifestyle factors of this initiative. One of the many lifestyle factors contributing to the lack of physical activity is our growing dependence on the automobile as the sole source of transportation. We know that transportation systems have major health impacts, and a system that integrates auto, mass transit, walking, and cycling is healthy and contributes to the livability of the community. Evidence supports the concept that a well designed transportation system increases physical activity. Community participation, however, is a vital link in guaranteeing that an integrated transportation plan will have the desired impact. If we can partner with you in this process, please contact either of us.

Kaiser Permanente applauds Metro for addressing health and livability of the Portland metropolitan area in your planning process.

Sincerely,

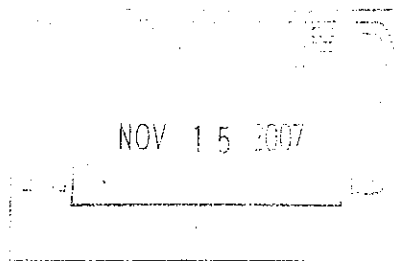
Nancy H. Stevens, Ph.D.
Director, Community Benefit Initiatives
Kaiser Permanente

Philip Wu, MD
Department of Pediatrics
Clinical Pediatric Lead, CMI Weight Management Initiative
Permanente Medical Group



November 9, 2007

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



Dear President Bragdon:

Thank you for the opportunity to comment on the draft 2035 RTP. We agree that the region presently is experiencing unprecedented transportation system challenges related to growth and limited available funding. Clearly, in order to meet these needs and challenges the region must be more targeted and strategic in its transportation investments.

In keeping with our commitment to continue to be involved in the RTP update, the City of Tigard wishes to inform you of our strong support for the draft RTP and financially constrained project list. We particularly support the projects nominated by the City. The Tigard nominations were part of a consolidated county-wide process that resulted in a list of essential projects. Enclosed are comments on the Tigard Project descriptions that need correction in the final document.

We also wish to express our strong support Metro's community and stakeholder engagement efforts and the emphasis on collaboration with regional partners and key stakeholders to establish regional transportation priorities. The update process followed to date has allowed for significant and meaningful local coordination, and this emphasis is very much appreciated by the City.

Thank you for all the time and energy devoted to this complex and important project.

Sincerely,

Tom Coffee
Community Development Director

C: Gus Duenas, City Engineer

Enc: City of Tigard Comments on the Draft 2035 RTP



City of Tigard
Comments on the Draft 2035 RTP



Comment No. 1

Table 6.1

Metro Project ID: 10770

Project: Hwy 99W Intersection Improvements

Project Description change requested as follows to be in conformance with the new completed Highway 99W Corridor Improvement and Management Plan:

“Provide increased capacity at priority intersections, including bus queue bypass lanes in some locations, improved sidewalks, priority pedestrian crossings, and an access management plan, while retaining existing 4/5-lane facility from I-5 to Durham Road.”

Comment No. 2

Table 6.1

Metro Project ID: 10764

Project: Durham Road Improvements (Hall Blvd to 99W)

Project Description change requested as follows:

“Widen to 5 lanes with bikeways and sidewalks.”

Metro Council
600 NE Grand Ave
Portland, OR 97232-2736



COMMUNITY
HEALTH
PARTNERSHIP

Oregon's Public Health Institute

November 10, 2007

Dear Metro Councilors,

On behalf of Community Health Partnership, Northwest Health Foundation, Upstream Public Health, American Heart Association, Coalition for a Livable Future and other public health partners, I would like to comment on the Public Draft of the 2035 Regional Transportation Plan: Federal Component. Our goal in providing these comments is to highlight the importance of considering human health outcomes in regional transportation policy, and to provide specific suggestions on health-related goal statements, performance measures, and potential actions.

First I would like to thank the Council and Metro staff for your commitment to this important issue and for including goals and objectives on human health and equity. The debate has ended on whether our transportation and land use systems impact human health—the research from the public health and planning fields clearly shows that how we build our transportation and land use systems has a direct impact on the human health of our residents. I want to commend the Council and Metro staff for your foresight in considering this health impact as you move forward with transportation projects for the next several decades.

In addition, I want to commend the Council for including a goal to ensure equity in regional transportation planning. We know from research in our region from sources such as the Regional Equity Atlas, that the trend is for our most vulnerable residents to be moving to areas that have more incomplete street networks, fewer transportation options, and poorer air quality. What's more, land use patterns in these underserved communities often mean longer commute times to get from housing to employment, which then makes these communities more reliant on a transportation system that isn't serving their needs. There are places in our region that can serve as great examples of coordinated transportation and land uses, but only until we are explicit about our goals for an equitable transportation system will our system's benefits extend to everyone.

Finally, while I applaud that there are human health and equity goals in the framework, I now look to whether these goals and objectives will be considered when developing the list of future projects. Now that the policy framework lays out goals, activities and measures please use them as a measure for selecting projects on the Financially Constrained List. Chronic disease rates related to physical inactivity and poor air quality continue to rise, and every day we learn more about the impact of our community surroundings on our health. **We can't wait until the next RTP update to act—projects being prioritized and funded now must consider health impact.** I appreciate the time Metro staff has already given to working with us on these issues, and I hope Council members will continue to support staff time for this important collaboration.

If you would like to discuss these recommendations further, please feel free to contact me at 503-227-5502, x224, or noelle@communityhealthpartnership.org. Thank you for your consideration of these comments.

Best regards,

A handwritten signature in cursive script that reads "Noelle Dobson".

Noelle Dobson
Project Director, Healthy Eating Active Living
| Community Health Partnership: Oregon's Public Health Institute

Comments included with track changes throughout the documents. Please contact Noelle Dobson with questions or for clarification, Noelle@communityhealthpartnership.org, 503-227-5502, x224.

**Table 3.3
Regional Transportation Plan Goals**

Our Vision for the System	Goal 1: Foster Vibrant Communities and Efficient Urban Form Land use and transportation decisions are linked to promote an efficient and compact urban form that fosters vibrant, healthy communities; optimizes public investments; and supports jobs, schools, shopping, services, recreational opportunities and housing proximity.
	Goal 2: Sustain Economic Competitiveness and Prosperity Multi-modal transportation infrastructure and services support the region's well-being and a diverse, innovative, sustainable and growing regional and state economy through the reliable and efficient movement of people, freight, goods, services and information within the region and to destinations outside the region.
	Goal 3: Expand Transportation Choices Multi-modal transportation infrastructure and services provide all residents of the region with affordable and equitable options for accessing housing, jobs, services, shopping, educational, cultural and recreational opportunities, and facilitate competitive choices for goods movement for all businesses in the region.
	Goal 4: Emphasize Effective and Efficient Management of the Transportation System Multi-modal transportation infrastructure and services are well-managed and optimized to improve travel conditions and operations, and maximize the multi-modal capacity and operating performance of existing and future transportation infrastructure and services.
	Goal 5: Enhance Safety and Security Multi-modal transportation infrastructure and services are safe and secure for the human health public and goods movement.
	Goal 6: Promote Environmental Stewardship Promote responsible stewardship of the region's natural, community, and cultural resources during planning, design, construction and management of multi-modal transportation infrastructure and services.
	Goal 7: Enhance Human Health Multi-modal transportation infrastructure and services enhance quality of human health by providing safe and convenient options that support active living and physical activity, and minimize transportation-related pollution that negatively impacts human health.
How We Get There	Goal 8: Ensure Equity Regional transportation planning and investment decisions ensure the benefits and impacts of investments are equitably distributed among population demographics and geography.
	Goal 9: Ensure Sustainability Regional transportation planning and investment decisions promote responsible fiscal, social and environmental stewardship by maximizing the return on public investments in infrastructure and placing the highest priority on investments that reinforce Region 2040 and achieve multiple goals.
	Goal 10: Deliver Accountability The region's government, business, institutional and community leaders work together in an open and transparent manner so the public experiences an integrated, comprehensive system of transportation facilities and services that bridge governance, institutional and fiscal barriers.

TABLE 3.4 GOAL 1— FOSTER VIBRANT COMMUNITIES AND EFFICIENT URBAN FORM

Goal Statement	Objectives
<p>Goal 1: Foster Vibrant Communities and Efficient Urban Form</p> <p>Land use and transportation infrastructure decisions are linked to promote an efficient and compact urban form that fosters vibrant, healthy communities; optimizes public investments; and supports jobs, schools, shopping, services, recreational opportunities and housing proximity.</p>	<p>Objective 1.1 Compact Urban Form and Design - Leverage Region 2040 land uses to reinforce growth in, and multi-modal access to 2040 Target Areas.</p> <p><u>Potential Actions:</u></p> <ul style="list-style-type: none"> 1.1.1. Place a priority on multi-modal transportation investments that address a system gap or deficiency to reinforce growth in and improve access to or within the primary 2040 target areas. 1.1.2. Coordinate land use and transportation decisions to ensure the identified function, design and capacity of transportation facilities are consistent with applicable regional system concepts and support adjacent land use patterns. 1.1.3. Locate housing, jobs, schools, parks and other destinations within ½ mile of each other. 1.1.4. Support the development of tools aimed at reducing vehicle miles traveled per person, including transit-oriented development, car sharing, location efficient mortgage. 1.1.5. Create incentives for development projects in 2040 target areas and promote transit-supportive design and infrastructure in 2040 target areas and along designated transit corridors. 1.1.6. Provide landscaping, pedestrian-scale lighting, benches and shelters and other infrastructure to serve pedestrians and transit users in 2040 centers, station communities and main streets. 1.1.7. Work with the private development community to coordinate transportation spending and land development investment decisions for projects in 2040 target areas. <p>Objective 1.2 Parking Management – Minimize the amount of land dedicated to vehicle parking.</p> <p><u>Potential Actions:</u></p> <ul style="list-style-type: none"> 1.2.1. Place a priority on investments that reduce the need for land dedicated to vehicle parking. 1.2.2. Promote the use of shared parking for commercial and retail land uses. 1.2.3. Establish maximum parking ratios for off-street parking spaces. 1.2.4. Manage and optimize the efficient use of public and commercial parking in 2040 target areas.

TABLE 3.6 GOAL 3—EXPAND TRANSPORTATION CHOICES

Goal Statement	Objectives
<p>Goal 3: Expand Transportation Choices</p> <p>Multi-modal transportation infrastructure and services provide all residents of the region with affordable and equitable options for accessing housing, jobs, services, shopping, educational, cultural and recreational opportunities, and facilitate competitive choices for goods movement for all businesses in the region.</p>	<p>Objective 3.1 Travel Choices - Make progress toward Non-SOV modal targets for increased walking, bicycling, use of transit and shared ride and reduced reliance on the automobile and drive alone trips.</p> <p><u>Potential Actions:</u></p> <ul style="list-style-type: none"> 3.1.1. Place a priority on investments that complete a system gap to improve bicycle, pedestrian or transit access, and connect two or more modes of travel. 3.1.2. Consider land use and demand management strategies and bicycle, pedestrian and transit needs when conducting transportation studies. 3.1.3. Research user preferences and behavioral responses on bikeways on low and high traffic streets. 3.1.4. Consider bicycle boulevards part of the regional system when arterial right-of-way is constrained or when the regional street system does not meet arterial spacing standards. 3.1.5. Develop travel-demand forecasting for bicycle use and integrate with regional transportation planning efforts. 3.1.6. Coordinate with TriMet and large public and private facilities to improve pedestrian and bicycle access and secure bicycle long and short-term parking at existing and future regional activity centers, light rail stations, transit centers

TABLE 3.6 GOAL 3—EXPAND TRANSPORTATION CHOICES

Goal Statement	Objectives
	<p>and park-and-ride lots, educational institutions and employer campuses.</p> <p>3.1.7. Form public/private partnerships such as Transportation Management Associations to increase education about transportation choices and support meeting non-SOV targets by land use type.</p> <p>3.1.8. Increase development and use of traveler information tools to inform choices.</p> <p>3.1.9. Incorporate car sharing into settings where the strategy is likely to reduce net vehicle miles traveled and provide an alternative to private car ownership.</p> <p>3.1.10. Identify possible passenger rail service corridors to neighboring cities, such as the Milwaukie-Lake Oswego-Tualatin-Sherwood-McMinnville service or an extension of Westside Commuter Rail to Salem.</p> <p>3.1.11. Design and implement a transportation system with street designs necessary to encourage and support non-auto travel.</p> <p>3.1.12. Provide transit service that is fast, reliable and has competitive travel times compared to the automobile.</p> <p>3.1.13. Coordinate with regional trail planners to encourage role of trails as part of the transportation network.</p>
	<p>Objective 3.2 Equitable Access and Barrier Free Transportation - Provide affordable and equitable access to travel choices and serve the needs of all people and businesses, including people with low income, children, elders and people with disabilities, to connect with jobs, educational, services, recreation, social and cultural activities.</p> <p><u>Potential Actions:</u></p> <p>3.2.1. Place a priority on investments that remove barriers that prevent access to the transportation system <u>for underserved populations.</u></p> <p>3.2.2. Coordinate transportation and land uses to reduce barriers to non-motorized travel by reducing travel lengths from residential to worksites, schools, food and services.</p> <p>3.2.2.3.2.3. Provide transit service that is accessible to people with disabilities and provide para-transit to the portions of the region without adequate fixed-route service in compliance with the Americans with Disabilities Act of 1990.</p> <p>3.2.3.3.2.4. Provide transit connections between low-income residential areas and employment areas and related social services.</p> <p>3.2.4.3.2.5. Provide ADA compliant pedestrian facilities, including ramps on regional facilities.</p> <p>3.2.5.3.2.6. Provide for audible signals, curb cut tactile strips and appropriately timed signalized crosswalks at major retail centers, near bus stops on arterial streets, high volume neighborhood circulators or other major arterial streets near elderly or disabled facilities or in neighborhoods with significant elderly or disabled populations.</p> <p>3.2.6.3.2.7. Complete gaps in the bicycle and pedestrian networks.</p> <p>3.2.7.3.2.8. Provide short and direct pedestrian crossings at transit stops and marked crossings at regional transit stops.</p> <p>3.2.8.3.2.9. Provide crossings and continuous sidewalks along both sides of all arterial streets that connect to side streets, adjacent sidewalks, buildings and transit stops.</p> <p>3.2.9.3.2.10. Provide innovative, flexible, attractive and cost-effective alternatives to standard fixed route buses, rail and paratransit services to increase available options to elders and people with disabilities.</p> <p>3.2.10.3.2.11. Expand outreach and education on how to use multi-modal transportation services.</p>
	<p>Objective 3.3 Shipping Choices – Support an intermodal freight transportation system that includes air cargo, pipeline, trucking, rail, and marine services to facilitate competitive choices for goods movement for all businesses of the region.</p> <p><u>Potential Actions:</u></p> <p>3.3.1. Place a priority on investments that benefit or connect two or more freight modes.</p>

TABLE 3.8 GOAL 5—ENHANCE SAFETY AND SECURITY

Goal Statement	Objectives
<p>Goal 5: Enhance Safety and Security</p> <p>Multi-modal transportation infrastructure and services are safe and secure for the public <u>human health</u> and for goods movement.</p>	<p>Objective 5.1 Operational Safety - Reduce fatalities, serious injuries and crashes per capita for all modes of travel through investments that address safety-related deficiencies.</p> <p><u>Potential Actions:</u></p> <p>5.1.1. <i>Place a priority on investments that address recurring safety-related deficiencies on an element of the regional mobility corridor system.</i></p> <p>5.1.2. <i>Place a priority on completing gaps in the regional bicycle and pedestrian systems.</i></p> <p>5.1.3. <i>Promote safety in the design and operation of the transportation system.</i></p> <p>5.1.4. <i>Minimize construction-related safety impacts.</i></p> <p>5.1.5. <i>Promote safe use of the transportation system by motorists, bicyclists and pedestrians through a public awareness program and safety education programs</i></p> <p>5.1.6. <i>Work with local jurisdictions, ODOT and other public agencies to collect and analyze data to identify high-frequency bicycle- and pedestrian-related crash locations and improvements to address safety-related deficiencies in these locations.</i></p> <p>5.1.7. <i>Promote transportation infrastructure that supports safe, secure routes for youth to walk and bike to school. <OR> Promote transportation infrastructure that supports safe and secure walking and biking routes for people of all ages and abilities.</i></p> <p>Objective 5.2 Crime - Reduce vulnerability of the public, goods movement and critical transportation infrastructure to crime.</p> <p><u>Potential Actions:</u></p> <p>5.2.1. <i>Place a priority on investments that increase system monitoring for operations, management and security of the regional mobility corridor system.</i></p> <p>5.2.2. <i>Use security cameras and other means for monitoring regional transportation infrastructure and services.</i></p> <p>Objective 5.3 Terrorism, Natural Disasters and Hazardous Material Incidents - Reduce vulnerability of the public, goods movement and critical transportation infrastructure to acts of terrorism, natural disasters, hazardous material spills or other hazardous incidents.</p> <p><u>Potential Actions:</u></p> <p>5.3.1. <i>Place a priority on investments that increase system monitoring for operations, management and security of the regional mobility corridor system.</i></p> <p>5.3.2. <i>Work with local, state and regional agencies to identify critical infrastructure in the region and assess security vulnerabilities and threats.</i></p> <p>5.3.3. <i>Work with local, state and regional agencies to create redundancies where applicable in all modes and develop coordinated regional emergency response and evacuation plans.</i></p> <p>5.3.4. <i>Use security cameras and other means for monitoring regional transportation infrastructure and services.</i></p> <p>5.3.5. <i>Minimize security risks at airports, water ports, rail stations, rest areas, roadways, bikeways, and public transportation facilities</i></p> <p>5.3.6. <i>Improve the ability of transportation infrastructure to withstand natural disasters such as floods, earthquakes, land slides and windstorms.</i></p> <p>5.3.7. <i>Continue to improve disaster, emergency, and incident response preparedness and recovery.</i></p>

TABLE 3.10 GOAL 7—ENHANCE HUMAN HEALTH

Goal Statement	Objectives
<p>Goal 7: Enhance Human Health</p> <p>Multi-modal transportation infrastructure and services enhance</p>	<p>Objective 7.1 Active Living – Provide safe and convenient transportation options that support active living and physical activity to meet daily needs and services.</p> <p><u>Potential Actions:</u></p> <p>7.1.1. <i>Place a priority on investments that increase opportunities for <u>active forms of transportation including walking, biking and transit.</u> physical activity.</i></p>

TABLE 3.10 GOAL 7—ENHANCE HUMAN HEALTH

Goal Statement	Objectives
<p>quality of human health by providing safe and convenient options that support active living and physical activity, and minimize transportation-related pollution that negatively impacts human health.</p>	<p>7.1.2. <i>Locate housing, jobs, schools, parks and other destinations within <u>¼ mile walking distance or 1 mile biking distance</u> of each other when possible.</i></p> <p>7.1.3. <i>Provide a continuous network of safe, convenient and attractive bikeways and pedestrian facilities.</i></p> <p>7.1.4. <i>Remove barriers and reinforce compact development patterns to encourage walking and bicycling to basic services and nearby activities as a way to integrate exercise into daily activity.</i></p> <p>7.1.5. <i>Design and manage the transportation system to minimize pedestrian, bicyclist and vehicular deaths and injuries.</i></p> <p>7.1.6. <i>Coordinate with public health professionals to conduct health impact assessments to judge potential impact of transportation infrastructure on human health.</i></p> <p>7.1.7. <i>Coordinate with regional trail planners to encourage role of trails as part of the transportation network.</i></p> <p>7.1.8. <i>Coordinate with transit providers to provide safe walking routes to transit stops.</i></p> <p>Objective 7.2 Pollution Impacts – Minimize transportation-related pollution impacts on residents in the region to reduce negative health effects.</p> <p><u>Potential Actions:</u></p> <p>7.2.1. <i>Place a priority on investments that reduce or minimize transportation-related pollution.</i></p> <p>7.2.2. <i>Design transportation system to minimize water and noise impacts through pavement techniques, traffic calming and other design features.</i></p> <p>7.2.3. <i>Design transportations systems and implement strategies to encourage use of rail to move regional freight in order to reduce heavy vehicle traffic and the air and noise pollution associated with it.</i></p>

TABLE 3.11 GOAL 8—ENSURE EQUITY

Goal Statement	Objectives
<p>Goal 8: Ensure Equity</p> <p>Regional transportation planning and investment decisions ensure the benefits and impacts of investments are equitably distributed <u>by population demographics and geography</u>.</p>	<p>Objective 8.1 Environmental Justice – Ensure benefits and impacts of investments are equitably distributed <u>by population demographics and geography</u>.</p> <p><u>Potential Actions:</u></p> <ul style="list-style-type: none"> 8.1.1. <i>Place a priority on investments that benefit environmental justice target areas or remove barriers to accessing the transportation system.</i> 8.1.2. <i>Evaluate benefits and impacts of recommended investments on environmental justice target areas.</i> 8.1.3. <i>When a major disparity exists, expand a project to include commensurate benefits for those significantly burdened by project.</i> <p>Objective 8.2 Coordinated Human Services Transportation Needs - Ensure investments in the transportation system provide a full range of affordable options for people with low-income, elders and people with disabilities consistent with the Tri-County Coordinated Human Services Transportation Plan (CHSTP).</p> <p><u>Potential Actions:</u></p> <ul style="list-style-type: none"> 8.2.1. <i>Place a priority on investments that remove barriers to benefit special access needs for people of all ages and abilities.</i> 8.2.2. <i>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.</i> 8.2.3. <i>Periodically update the Tri-County Coordinated Human Services Transportation Plan.</i> 8.2.4. <i>Encourage the location of elderly and disabled facilities in areas with existing transportation services and pedestrian amenities.</i> 8.2.5. <i>Continue to work with TriMet, SMART, private non-profit providers, social services staff, and local jurisdictions to provide a customer information system that improves community familiarity with, access to and understanding of the elderly and disabled transportation network.</i> 8.2.6. <i>Employ technology to create a seamless, coordinated and single point of entry system for the user's ease that maximizes efficiency of operation, planning and administrative functions.</i> 8.2.7. <i>Encourage new and existing development to create and enhance pedestrian facilities near elderly and disabled developments, including sidewalks, crosswalks, audible signals, etc. and provide incentives for the future pedestrian orientation in areas serving elderly and disabled individuals.</i> 8.2.8. <i>Incorporate elderly and disabled housing 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.</i> 8.2.9. <i>Provide for audible signals, curb cut tactile strips and appropriately timed signalized crosswalks at major retail centers or near bus stops for arterial street, high volume neighborhood circulators or other arterial streets near elderly or disabled facilities or in neighborhoods with significant elderly or disabled populations.</i> 8.2.10. <i>Coordinate transit services and expand outreach programs to encourage and support fixed-route ridership by people with low-income, children, elders and people with disabilities.</i> 8.2.11. <i>Improve the accountability of the special needs transportation network by enhancing customer input and feedback opportunities.</i>

7.8.3 RTP Performance Measures – System-wide and Regional Mobility Corridors

The 2000 RTP marked the first time the plan included a performance measure other than level-of-service is adopted as regional policy. The plan incorporated 2040 Modal Targets and the Area of Special Concern designation to allow for a broader definition of performance in mixed-use centers and corridors, where transportation solutions solely aimed at relieving congestion are inappropriate for functional, physical, financial or environmental reasons. These two measures represented a first step toward a more broadly defined set of performance measures.

The federal component of the 2035 RTP was unable to resolve how to address increasing demand on our multi-modal transportation system, 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. 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, human health and the environment.

Performance measures will be defined during the state component of the RTP update in 2008. Table 7.2 provides a list of potential performance measures identified during the federal component of the RTP update. The state component of the RTP update should continue to expand the definition of performance to encompass all modes of travel as they relate to planned land uses and other RTP goals identified in Chapter 3. 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 demand. Development of a performance management process also satisfies benchmarks mandated by the Oregon Transportation Planning Rule (TPR) and federal requirements to establish a performance monitoring system as part of the Congestion Management Process (CMP).

<p>Goal 1: Foster Vibrant Communities and Efficient Urban Form</p> <p>Land use and transportation decisions are linked to promote an efficient and compact urban form that fosters vibrant communities; optimizes public investments; and supports jobs, schools, shopping, services, recreational opportunities and housing proximity.</p>	<ul style="list-style-type: none"> • <i>Average trip length.</i> • <i>Total acres of developed land.</i> • <i>Density of uses per acre.</i> • <i>Average commute length.</i> • <i>Vehicle miles traveled (VMT) per person.</i> • <i>Percent of population, jobs and homes attracted to UGB (capture rate).</i> • <i>Percent of surface area devoted to parking in 2040 target areas.</i> • <i>Percent of transportation investments in highest priority land uses (by 2040 land use).</i> • <i>Percent of transportation investments serving high priority land uses (by 2040 land use).</i> • <i>Mode split to determine walking, biking and transit ridership rates.</i>
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<p>Goal 5: Enhance Safety and Security</p> <p>Multi-modal transportation infrastructure and services are safe and secure for the public and goods movement.</p>	<ul style="list-style-type: none"> • <i>Per capita crashes, serious injuries and fatalities by mode.</i> • <i>Percent and number of Safety Priority Index System (SPIS) locations addressed in past five years.</i> • <i>Number of reoccurring SPIS intersections and segments from year-to-year as identified in ODOT Highway Safety Action Plan.</i> • <i>Number of crashes, serious injuries and fatalities in identified safety corridors by mode.</i> • <i>Number of crashes, serious injuries and fatalities involving bicyclists and pedestrians within one-quarter to one-half mile of a school.</i> • <u><i>Overall VMT.</i></u> • <i>Regional spending on imported energy.</i> • <i>Regional gasoline consumption.</i> • <i>Modal share of non-SOV travel modes.</i> • <i>Measure of personal safety.</i>
<p>Goal 6: Promote Environmental Stewardship</p> <p>Promote responsible stewardship of the region's natural, community, and cultural resources during planning, design, construction and management of multi-modal transportation infrastructure and services.</p>	<ul style="list-style-type: none"> • <i>Acres of environmentally-sensitive land impacted by new transportation infrastructure.</i> • <i>Number and percent of culverts on regional road system that inhibit fish passage.</i> • <i>Acres of riparian and wildlife corridors impacted by new transportation infrastructure.</i> • <i>Percent of street system with street trees that provide canopy for interception of precipitation.</i> • <i>Percent of street system with infiltration capacity.</i> • <i>Runoff volume measurements.</i> • <i>Tons per year of carbon/green house gas emissions.</i>
<p>Goal 7: Enhance Human Health</p> <p>Multi-modal transportation infrastructure and services enhance quality of human health by providing safe and convenient options that support active living and physical activity, and minimize transportation-related pollution that negatively impacts human health.</p>	<ul style="list-style-type: none"> • <i>Number of non-automotive trips per capita per day. <u>Reword: Number of walking, biking and transit trips per capita per day.</u></i> • <i>Daily vehicle miles traveled per person. <u>(doesn't really tell you anything about health. They could just be driving less because they leave the house less often, have shorter commute lengths, etc)</u></i> • <i>Pedestrian and bike trips to school.</i> • <i>BTU's consumed per capita for transportation.</i> • <i>Obesity rates and rates of diseases associated with low levels of physical activity (e.g. adult onset <u>Type II diabetes, heart disease</u>).</i> • <i>Tons per year of smog forming, particulate and air toxics pollutants released.</i> • <i>Rates of asthma or other air-quality-related health incidents <u>outcomes</u>.</i> • <u><i>Length of walking and biking trips.</i></u> • <u><i>Minutes of daily active transportation (walking and biking).</i></u>