

Metro | Agenda

Meeting: Metro Policy Advisory Committee (MPAC)
Date: Wednesday, April 23, 2013
Time: 5 to 7 p.m.
Place: Metro, Council Chamber

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|----------------------------|-----------|--|--|
| 5:00 PM | 1. | <u>CALL TO ORDER</u> | Jody Carson, Chair |
| 5:05 PM | 2. | <u>SELF INTRODUCTIONS & COMMUNICATIONS</u> <ul style="list-style-type: none">• Excused Absence Requires Notice / Send E-mail to Troy | Jody Carson, Chair |
| 5:10 PM | 3. | <u>CITIZEN COMMUNICATIONS ON NON-AGENDA ITEMS</u> | |
| 5:15 PM
(5 Min) | 4. | <u>COUNCIL UPDATE</u> <ul style="list-style-type: none">• 2014 Legislative Session Update | |
| 5:20 PM
(10 Min) | 5. | <u>CONSENT AGENDA:</u> <ul style="list-style-type: none">• Consideration of the March .26, 2014 Minutes• Appointment of New MTAC Members | |
| 5:30 PM
(15 Min) | 6. | *
Amendment to Metro Functional Plan Title 4 Regarding Establishment of Trails in Regionally Significant Industrial Areas – <ul style="list-style-type: none">• <u>Outcome:</u> Adoption of Ordinance No. 14-1329 amending Title 4 of Metro’s Functional Plan to expressly allow the establishment of trails and related facilities within Regionally Significant Industrial Areas. | Roger Alfred, Metro |
| 5:45 PM
(25 Min) | 7. | Tentative Approval of the 2014 Regional Transportation Plan (RTP) – <u>Information / Action</u> <ul style="list-style-type: none">• <u>Outcome:</u> MPAC is informed of Public Comments Received To-Date and Makes Recommendation to Metro Council for Tentative Approval of the 2014 RTP | John Mermin, Metro |
| 6:10 PM
(45 Min) | 8. | 2015 Growth Management Decision: Draft 2035 Population and Employment Forecast – <u>Information/Discussion</u> <ul style="list-style-type: none">• <u>Outcome:</u> MPAC Understands the Forecast Peer Review Process, Draft Forecast Results, and How the Forecast Informs the Growth Management Decision | Ted Reid, Metro
Dr. Tom Potiosky, PSU |

Continued on back...

6:55 PM 9. **MPAC MEMBER COMMUNICATION**

7:00 PM 10. **ADJOURN**

Jody Carson, Chair

Upcoming MPAC Meetings:

- Wednesday, May 14, 2014 from 5 to 7 p.m. at the Metro Regional Center, Council Chamber.
- Joint MPAC/JPACT Meeting on Climate Smart Communities Project on May 30th Meeting World Forestry Center, Cheatham Hall 8:00 a.m. to noon
- Wednesday, May 28, 2014 - CANCELLED

For agenda and schedule information, call Jessica Rojas at 503-813-8591, e-mail: jessica.rojas@oregonmetro.gov.
To check on closure or cancellations during inclement weather please call 503-797-1700.

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2014 MPAC Tentative Agendas

As of 4/16/2014 Items in italics are possible; **bold** denotes required items

MPAC Meeting

Wednesday, April 23, 2014

- Growth Management Decision: Preliminary 20-year range forecast for regional population and employment growth – Information/discussion
- Post 2014 Legislative Session Update – Information
- Amendment to Metro Functional Plan Title 4 regarding establishment of trails in Regionally Significant Industrial Areas

FYI: April 21 – 22, Oregon Active Transportation Summit, Portland, OR

MPAC Meeting

Wednesday, May 14, 2014

- *Climate Smart Communities Scenarios: Preview of draft public engagement report and emerging ideas for draft preferred approach – Information and discussion*
- *Preliminary approval of the Regional Active Transportation Plan per public comment received –*
- *Community Planning and Development Grants Program Review with presentation by EcoNorthwest – Information/ Discussion*
- *Land Conservation and Development Commission strategic plan – Information*
- *Southwest Corridor Steering Committee Recommendation regarding Draft Environmental Impact Statement – Information and Discussion (**added** 4/5/2014) (Staff Presenter: Malu Wilkinson, Metro Planning Dept.) (20 Minutes)*
- *Findings from the 2014 RTP and 2015-2018 MTIP Environmental Justice and Title VI analysis – Information / discussion – (**Pulled** from 4/23 scheduled and **added** 4/5/2014 per department staff request) (15 Minutes Requested)(Grace Cho, Planning)*

HOLD: May 30th: Joint MPAC/JPACT Meeting World Forestry Center, Cheatham Hall 8:00 a.m. to noon

Climate Smart Communities Scenarios Project: Approval of draft preferred approach, subject to final evaluation and public review – Recommendation to the Metro Council

FYI: May 14-17, WTS International Annual Conference, Portland OR

<p><u>MPAC Meeting</u> Wednesday, May 28, 2014</p> <p>Meeting Canceled</p>	<p><u>MPAC Meeting</u> Wednesday, June 11, 2014</p> <ul style="list-style-type: none"> • <i>Community Planning and Development Grants- Discussion of Advisory Committee’s recommendations to the COO – <u>Action Requested: Recommendation to the Metro Council</u></i> • <i>Streetcar Evaluation Methods Project: Discuss preliminary results of FTA funded research project focused on developing tools to better understand economic impacts of streetcar investments – Seek MPAC input on next steps in work program</i> • <i>Southwest Corridor Steering Committee Recommendation regarding Draft Environmental Impact Statement – <u>Action Requested: Recommendation to Council</u> added 4/5/2014 (Staff Presenter: Malu Wilkinson, Metro Planning Dept.) (20 Minutes)</i>
<p><u>MPAC Meeting</u> Wednesday, June 25, 2014</p> <ul style="list-style-type: none"> • <i>Approval of the ATP – Recommendation to the Metro Council requested</i> • <i>2014 RTP ordinance – Final recommendation to the Metro Council requested</i> • <i>Introduction to Metro Equity Program – <u>Informational</u> (20 Minutes) (Added 3/5 per Andy Cotugno) (Staff Presenter: Pietro Ferrari)</i> • <i>Climate Smart Communities Scenarios Project – Discuss findings and recommendations from Health Impact Assessment – Oregon Health Authority - Information/Discussion</i> 	<p><u>MPAC Meeting – HOLD Tour of GroveLink</u> Wednesday, July 9, 2014</p> <ul style="list-style-type: none"> • <i>Referral of Metro Charter Language on Single Family Neighborhoods</i> <p>FYI: National Assoc. of Counties (NACo) Annual Conference, New Orleans, LA, July 11-14</p>

<p><u>MPAC Meeting</u> Wednesday, July 23, 2014</p> <ul style="list-style-type: none"> • <i>Growth Management Decision: Release Draft 2014</i> • <i>Urban Growth Report – Information/discussion</i> • <i>Referral of Metro Charter Language on Single Family Neighborhoods</i> 	<p><u>MPAC Meeting</u> Wednesday, August 13, 2014</p> <ul style="list-style-type: none"> • <i>Climate Smart Communities Scenarios Project: Discuss draft Regional Framework Plan amendments and near-term implementation recommendations (Step 6) – Information/Discussion</i>
<p><u>MPAC Meeting</u> Wednesday, Sept. 10, 2014</p> <ul style="list-style-type: none"> • <i>Climate Smart Communities Scenarios Project: Discuss evaluation results and public review draft preferred approach (Step 7) – Information/Discussion</i> • <i>Growth Management Decision: Results of regional Residential Preference Survey – Information/discussion</i> <p>FYI: A 45-day comment period is planned from Sept. 5 to Oct. 20, 2014 on the Climate Smart Communities public review draft preferred approach.</p> <p>HOLD: Sept./Oct.: Joint MPAC/JPACT Meeting, if needed</p> <p>FYI: 2014 Rail~Volution, Minneapolis, MN, September 21 – 24</p>	<p><u>MPAC Meeting</u> Wednesday, Oct. 8, 2014</p> <ul style="list-style-type: none"> • <i>Climate Smart Communities Scenarios Project: Review public comments received to date and begin discussion of recommendation to Metro Council on adoption of the preferred approach (Step 7)– Discussion</i> • <i>Growth Management Decision: Discuss recommendation to Metro Council on whether Council should accept 2014 Urban Growth Report as basis for subsequent growth management decision – discussion and begin drafting recommendations</i> • <i>Discussion on 2015 legislative session and possible shared regional agenda – Discussion</i>
<p><u>MPAC Meeting</u> Wednesday, Oct. 22, 2014</p> <ul style="list-style-type: none"> • <i>Climate Smart Communities Scenarios Project: Continued discussion and finalization of recommendation to the Metro Council on adoption of the preferred approach (Step 7) – Discussion</i> • <i>Growth Management Decision: Continued discussion and finalization of recommendation to Metro Council</i> 	<p><u>MPAC Meeting</u> Wednesday, Nov. 12, 2014</p> <ul style="list-style-type: none"> • <i>Climate Smart Communities Scenarios Project: Adoption of the preferred approach (Step 8) – Recommendation to the Metro Council requested</i> • <i>Growth Management Decision: Recommendation to Metro Council on whether Council should accept 2014 Urban Growth Report as basis for subsequent growth management decision – recommendation</i> <p>FYI: National League of Cities Congress of Cities and Exposition, Austin, TX, November 18 - 22</p>

MPAC Meeting

Wednesday, Dec. 10, 2014

Parking Lot:

- Presentation on health & land use featuring local projects from around the region
- Affordable Housing opportunities, tools and strategies
- Greater Portland, Inc. Presentation on the Metropolitan Export Initiative
- MPAC composition
- “Unsettling Profiles” presentation by Coalition of Communities of Color
- Tour of the City of Wilsonville’s Villebois community
- Residential Preference Survey

MPAC Worksheet

Agenda Item Title: 2014 Legislative Session Update (Information)

Presenter: Randy Tucker, legislative affairs manager

Contact for this worksheet/presentation: Randy Tucker, 503.797.1512, randy.tucker@oregonmetro.gov

Date of MPAC meeting: April 23, 2014

Purpose/Objective:

Summarize outcomes of 2014 legislative session.

Action Requested/Outcome

No action requested. Desired outcome is that MPAC understands relevant results of 2014 legislative session.

Background and context:

The Oregon Legislature's one-month 2014 session ended in early March. Significant outcomes for the Portland region included:

- Passage of HB 4078, which made changes to the region's urban growth boundary and urban and rural reserves following the Court of Appeals' ruling overturning significant portions of the region's reserves designation
- Failure to move forward with funding for an Oregon-led project to replace the I-5 bridges over the Columbia River
- Passage of HB 4029, which creates a process for landowners to withdraw from Damascus as long as no comprehensive plan is in place

What has changed since MPAC last considered this issue/item?

N/A.

What packet material do you plan to include?

Metro Council's 2014 legislative priorities, annotated to reflect outcomes of the session



METRO POLICY ADVISORY COMMITTEE

March 26, 2014

Metro Regional Center, Council Chamber

MEMBERS PRESENT

Ruth Adkins
Jody Carson, *Chair*
Dennis Doyle
Maxine Fitzpatrick
Kathryn Harrington
Jerry Hinton
Dick Jones
Carrie MacLaren
Anne McEnery-Ogle
Marilyn McWilliams
Doug Neeley
Wilda Parks
Craig Prosser
Martha Schrader
Bob Stacey
Peter Truax, *1st Vice Chair*
Jerry Willey

AFFILIATION

PPS, Governing Body of School Districts
City of West Linn, Clackamas Co. Other Cities
City of Beaverton, Washington Co. 2nd Largest City
Citizen, Multnomah Co. Citizen
Metro Council
City of Gresham
Clackamas County Special Districts
Oregon Dept. of Land Conservation & Development
City of Vancouver
Clackamas Co., Special Districts
City of Oregon City, Clackamas Co. 2nd Largest City
Citizen, Clackamas Co. Citizen
TriMet
Clackamas County
Metro Council
City of Forest Grove, Washington Co. Other Cities
City of Hillsboro, Washington Co. Largest City

MEMBERS EXCUSED

Tim Clark, *2nd Vice Chair*
Sam Chase
Craig Dirksen
Andy Duyck
Charlie Hales
Tom Imeson
Keith Mays
Charlynn Newton
Loretta Smith
Steve Stuart

AFFILIATION

Multnomah Co. Other Cities
Metro Council
Metro Council
Washington County Commission
City of Portland
Port of Portland
Citizen, Washington Co. Citizen
City of North Plains, City in Washington Co. Outside the UGB
Multnomah County
Clark County

ALTERNATES PRESENT

Lise Glancy
Jeff Gudman

AFFILIATION

Port of Portland
Clackamas County

Staff:

Andy Cotugno, Alison Kean, Kim Ellis, Lake McTighe, Troy Rayburn, John Williams, Ina Zucker, Nikolai Ursin, Steve Wheeler and Jessica Rojas.

1. CALL TO ORDER AND DECLARATION OF A QUORUM

MPAC Chair Jody Carson called the meeting to order and declared a quorum at 5:02 p.m.

2. SELF INTRODUCTIONS & COMMUNICATIONS

All meeting attendees introduced themselves.

3. CITIZEN COMMUNICATION ON NON-AGENDA ITEMS

No citizen communication on non-agenda items were discussed.

4. COUNCIL UPDATE

Councilor Kathryn Harrington informed the committee that Metro is seeking public input on how we live, work and get around the region. The public comment period lasts through May 5th. Comments are welcomed in regards to the 2014 Regional Transportation Plan, Active Transportation Plan, 2015-18 Metropolitan Transportation Improvement Program and the Climate Smart Communities Scenarios Project. A short online survey available at www.makeagreatplace.org Metro Council will hold a public hearing on the RTP on May 15 at 2 p.m.

Councilor Harrington reminded members that the upcoming Joint MPAC/JPACT meetings on the Climate Smart Communities Project will be held on Friday, April 11th and Friday, May 30th at the World Forestry Center. In consideration of the joint meetings, the April 9th and May 28th MPAC meetings have been cancelled.

Councilor Harrington referred members to the 2013 Metro Compliance Report which outlines how well each of the 25 cities and three counties comply with Metro's Functional Plan. Copies of the report were distributed in the meeting packet and each city and county will receive a copy of the report in the mail. Councilor Harrington informed members that the report will also be submitted to the Land Conservation and Development Commission.

Councilor Harrington invited members to complete the Diversity Action Plan survey, in an effort to help Metro better serve the region's communities and encourage diverse participation in decision-making bodies. All information is anonymous and participation is voluntary. Members will receive an e-mail invitation following the meeting to complete the five-minute online survey.

5. CONSENT AGENDA:

- **Consideration of the Feb. 26, 2014 Minutes**
- **Appointment of new MTAC Members**

MOTION: Mayor Truax moved and seconded by Dick Jones to adopt the Feb. 26, 2014 minutes and the MTAC Member Nominations.

ACTION: With all in favor, the motion passed.

6. OVERVIEW OF PUBLIC REVIEW DRAFT REGIONAL TRANSPORTATION PLAN

Chair Carson provided opening remarks on the public review of the draft Regional Transportation Plan and the public comment period. John Mermin, Senior Transportation Planner with Metro, provided an update on the proposed changes to the public review draft of the 2014 Regional Transportation Plan (RTP). The RTP is the long term strategy that guides investments in the region's transportation system to reduce congestion, build new sidewalks and bicycle facilities, improve transit service/access to transit and maintain freight access. Mr. Mermin reviewed the timeline of the process, beginning with adoption of the work program by JPACT and Metro Council in September. Project solicitation was conducted in fall of 2013. Project coding and modeling, including the finalization of the RTP document, was completed in February. The Regional Committees preview draft of the RTP was conducted through February and March. The public comment period began March 21st. Final adoption is set for July 2014.

Takeaways of the plan included:

- It continues the key elements from the last4 RTP such as an emphasis on:
 - Outcomes / performance measurement
 - Making the most of the existing system
 - Completeness and Connectivity
- The 2014 update is primarily a house keeping update, with policy changes limited to biking,

The walking and safety sections – incorporating additional detail and strengthening policies to reflect the Regional Active Transportation Plan and Regional Safety Plan. Mr. Mermin provided updates to the RTP by chapter

Member questions and comments included:

- Mayor Doug Neely inquired if input was considered from local jurisdictions.

Mr. Mermin responded that the project list updates came directly from local jurisdictions based on their recently adopted local plans

Councilor Harrington referred to the chapter 4 performance evaluation timeline, and asked Mr. Mermin if the public will have access to a summary of the results.

Mr. Mermin responded that results are currently on the website.

- Jeff Gudman asked clarifying questions about the current level of funding and how to achieve the goals in the plan.

Mr. Mermin responded that funding is limited, and modeling shows that not all of the goals can be met in the time frame allotted in the plan.

- Ruth Adkins inquired about opportunity to amend the RTP if needed in the future.

Mr. Mermin confirmed that there is opportunity to amend the RTP in the future as needed.

Councilor Bob Stacey mentioned that he had suggested to his colleagues on the Metro Council that they consider an explicit amendment to the RTP that would provide language listing the objectives that the CRC is intended to serve and providing some criteria that would help future individual projects be developed to achieve most of the objectives of the CRC. Thus far, he has not yet found others to join with him to support this idea.

7. PREVIEW OF PUBLIC REVIEW DRAFT REGIONAL ACTIVE TRANSPORTATION PLAN WORK

Chair Carson provided opening comments on the Active Transportation Plan (ATP), reminding members that the presentation is the first discussion on the ATP since its support of a resolution acknowledging the draft plan September 2013. Based on MPAC's recommendations and with support from the Metro Council, there are ongoing opportunities to review and refine the draft ATP. A regional work group comprised of local jurisdictions, agency staff, advocates and other stakeholders has provided extensive input on the draft ATP.

Lake McTighe, Senior Transportation Planner with Metro, presented a preview of the Regional ATP work group refinements. Ms. McTighe provided historical context of the regional Active Transportation Plan as an implementation activity in the 2010 RTP. She discussed the review and refinement process that was conducted October 2013-January 2014 with 40 participants who provided feedback on the draft review of the ATP. The changes are reflected in a track changes version of the plan. Overall the regional work group expressed support for the changes made, as the plan better reflects the needs and desires of their region.

Ms. McTighe provided context about the intent of the ATP and examples of the type of changes included in the revised plan. She provided examples of what has changed in the RTP based on recommendations from the ATP, including the pedestrian and bicycle networks, concepts and bike and pedestrian policies that were strengthened and refined. The suggestions are data based. Network maps were displayed to give members a sense of what the networks include. Other considerations in developing the maps in the ATP included density of populations and the future volumes of bike traffic, as well as access to regional destinations.

Next steps for finalizing the ATP include receiving feedback on the refinement process and opportunity for public review following March 5-May 21. Ms. McTighe will return to MPAC to seek preliminary approval on May 14th and then to seek full approval on June 25th. Council is scheduled to take action on the ATP resolution on July 17th.

Member questions and comments included:

- Jeff Gudman expressed concern that Metro and the MPAC committee could damage its credibility with the public by approving the ATP at the present level of funding, due to declining funding in the future. He expressed concern for the volume of projects in the plan that may not have a chance of implementation in a timely manner.

Ms. McTighe responded that the plan has indentified that there is limited funding as well as the reflection that there are future opportunities to seek additional funding, and that the ATP is a strategy and vision plan for 2040.

- Gudman responded that the list of projects should be cut by 2/3 due to the chance of achievement, and expressed concern for losing credibility.

Councilor Bob Stacey responded that the RTP consists of policies, system maps and project lists that are subject to a process with the federal government that will be focused on funding. Due to that process, some projects will advance and while others may not. By identifying a stretch, future considerations can be highlighted that identify the need as well as funding strategies.

- Mr. Gudman expressed concern for the politics of adopting a plan that isn't timely to the goals as an issue.
- Dick Jones inquired about specific wording in regards to biking and walking. Mr. Jones sought clarification as to what is considered a short trip and that climate should be considered as to whether we can do this all year. He also expressed concern for the walk-ability goals being aligned with biking.

Councilor Harrington acknowledged the comments and the political climate and offered suggestions to the staff to present timelines and goals that are realistic and honest.

- Members asked clarifying questions about trails and other pedestrian considerations.
- Peter Truax referred to the edits that incorporate bike and pedestrian policies into targeted areas. He expressed concern for losing the point by making the policies wordier.
- Members expressed satisfaction with Metro staff on the work done to compile the results and edits considering the challenges.

8. CLIMATE SMART COMMUNITIES: LOCAL, REGIONAL AND STATE APPROACHES TO USE INFORMATION AND TECHNOLOGY TO MAKE TRAVEL MORE SAFE, EFFICIENT AND RELIABLE

Chair Carson provided opening remarks for the Climate Smart Communities (CSC) Project in preparation for upcoming joint MPAC-JPACT meetings that will be held on April 11th and May 30th. MPAC will discuss all seven policy areas to develop recommendations to the Council on what to include in the draft preferred approach.

A panel of speakers from various local government agencies presented on their efforts to incorporate Climate Smart approaches in their jurisdictions. Stacy Shetler of Washington County presented on the Intelligent Transportation Systems (ITS) efforts to enhance their transportation system management and operations to reduce traffic congestion and provide traveler information. Mr. Shetler discussed causes of traffic congestion and provided suggestions on traffic control,

pedestrian and rural areas' safety considerations. Other aspects included enhanced traffic signal timing operations, transit signal priority, and traffic surveillance. Expected benefits from ITS include improved travel time, a reduction in delay, fuel consumption, vehicle emissions and crashes.

Darin Weaver, Incident Management Coordinator for ODOT, presented on Traffic Incident Management and ITS programs. Mr. Weaver provided insight on sources of congestion and the incidences that happen in the state system. He discussed roadway clearance durations and the impact it has on traffic flow. Mr. Weaver offered specific strategies that ODOT is utilizing, such as Instant Tow, to dispatch tow truck assistance based on certain criteria and coordinating with other services.

The results indicate a reduction in highway congestion caused by accidents that block the way of traffic. Other programs highlighted included the SHRP2 TIM responder program and the services it provides for roadways in collaboration with training responders to utilize safe and quick clearance practices. Sources of funding included an FHWA Operations Grant supported by Metro that led to the implementation of a Portland areas management team that coordinates the disciplines that work on reducing traffic clearances.

Eric Hesse, from TriMet's Planning and Policy staff, shared some of TriMet's efforts to improve operations, make transit frequent, convenient and affordable, and provide information tools to assist customers and planning partners. Mr. Hesse provided an update from a recent TriMet board meeting, in regards to the electronic fare system that will be implemented. He discussed the challenges in utilizing the existing technology and the mobile ticketing application through smart-phones.

Other topics included the future of E Fare, opportunities to utilize technology to capture ridership, and efforts to address fare equity through capping rates. Mr. Hesse also discussed TriMet's operation environment, the challenges and solutions to sharing the roadways, keeping them user friendly by designing passenger amenities, and coordinating signal and operational changes.

Jenny Cadigan, Executive Director of the Westside Transportation Alliance, presented on the Open Bike Initiative, a collaborative effort between Nike, Intel and other corporations. Ms. Cadigan provided background as to how the program started and the evolution of previous bike share programs. Benefits of Bike Share included greater employee satisfaction, recruitment/retention of employees, reduction in traffic and parking while meeting corporate responsibility objections.

Ms. Cadigan provided the results of the pilot program and discussed the phasing of Bike Share in regards to technology with considerations that include smart phone compatibility. She provided insight on Nike's bike share program and offered resources online to assist others in developing bike share programs.

Questions and comments included:

- Members inquired about TriMet's transit signal priority (TSP) efforts

Eric Hesse responded that the research at Portland State University is looking at the methodology of improving delay utilizing the TSP.

- Members provided feedback on safety initiatives.

Eric responded that there are recertification efforts in the safety assessment and welcomed feedback.

- Members inquired about New York's experience with bike share.

Ms. Cadigan responded that she knew that bike share isn't doing as well in New York as expected due to touring targets, but local bike share differs as it is focused on the corporate campus level.

Member communications:

Craig Prosser of TriMet provided members with an update on TriMet's proposed budget process and indicated that fare was not increased, frequent services lines are approved to be restored, as well as an expansion into weekend frequent service. Mr. Prosser discussed the bus replacement program and rail maintenance funding. He mentioned a recently adopted plan to manage funding of the retirement program. He also provided an update in regards to public transportation policy, OPAL's request for an increase in transfer system time, and indicated that the Federal Transit Authority has called for a transit equity study.

Bob Stacey acknowledged Steve Wheeler's last day at MPAC as he will be working with the City of Hood River.

Doug Neeley reminded members about former MPAC member William Wild's memorial service.

Chair Carson adjourned the meeting at 6:59pm.

Respectfully Submitted,

Jessica Rojas

A handwritten signature in cursive script that reads "Jessica Rojas".

Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR MARCH 26, 2014

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
8	PPT	3/26/14	Washington County Intelligent Transportation System (ITS) Plan	32614m-01
8	PPT	N/A	ODOT Traffic Incident Management	32614m-02
8	PPT	3/26/14	TriMet: Technology Tools for Making Transit More Convenient, Accessible and Frequent	32614m-03
8	PPT	N/A	Westside Transportation Alliance Open Bike Initiative	32614m-04
6	PPT	3/26/14	Overview of public review draft 2014 Regional Transportation Plan	32614m-05
7	PPT	3/26/14	Public Review Draft of the Regional Active Transportation Plan	32614m-06
4	Handout	Spring 2014	Metro Public Comment Period Factsheet	32614m-07
8	Handout	3/26/14	TriMet Electronic fare System	32614m-08



Metro | Memo

Date: Wednesday, April 16, 2014
To: Metro Policy Advisory Committee
From: John Williams, MTAC Chair *jl*
Subject: MTAC Nominations for MTAC Approval

We have received new nominations for the "Oregon Department of Transportation" position on MTAC. The Oregon Department of Transportation has nominated Kirsten Pennington to be their primary member, with Lainie Smith and Lidwien Rahman serving as her alternates.

Please consider these nominees for MTAC membership at your April 23 meeting. Per MPAC's bylaws, MPAC may approve or reject any nomination submitted.

If you have any questions or comments, please do not hesitate to contact me.

Thank you.

STAFF REPORT

IN CONSIDERATION OF ORDINANCE NO. 14-1329, FOR THE PURPOSE OF AMENDING TITLE 4 OF THE URBAN GROWTH MANAGEMENT FUNCTIONAL PLAN REGARDING THE ESTABLISHMENT OF TRAILS AND ASSOCIATED FACILITIES IN REGIONALLY SIGNIFICANT INDUSTRIAL AREAS

Date: April 14, 2014

Prepared by: Roger Alfred

PROPOSED ACTION

Adoption of Ordinance No. 14-1329 amending Title 4 of Metro's Functional Plan to expressly allow the establishment of trails and related facilities within Regionally Significant Industrial Areas.

PURPOSE OF PROPOSED AMENDMENT

The purpose of the proposed amendment is to respond to an issue arising out of a LUBA decision regarding the potential location of the Ice Age Tonquin Trail in a Regionally Significant Industrial Area (RSIA) near the City of Tualatin. LUBA held that the trail, as described in Metro's Ice Age Tonquin Trail Master Plan (IATTMP), fell within the meaning of a "park" that would be prohibited within an RSIA under Metro's existing Title 4 rules. The proposed amendment provides a clear legislative statement of the Metro Council's intent that this type of trail and related facilities are allowed within an RSIA.

BACKGROUND

On February 28, 2013, the Metro Council adopted Resolution No. 13-4414 approving the IATTMP, which describes a proposed 22-mile regional trail facility connecting the Tualatin River to the Willamette River and includes a preferred trail alignment that crosses through an area southwest of the City of Tualatin that is mapped with an RSIA designation. The IATTMP was also adopted via resolution by Washington County and the Cities of Tualatin and Sherwood. At the same time, the City of Tualatin also adopted, via ordinance, amendments to its Transportation System Plan (TSP) that included elements of the trail, including a map showing the preferred alignment as described in Metro's master plan.

All five decisions were appealed to LUBA by the "Tonquin Industrial Group" (TIG), which is a coalition of property owners in the RSIA directly southwest of the City of Tualatin. The TIG is concerned about potential impacts to their industrial operations from the trail being located across their properties. At LUBA the TIG argued, among other things, that the trail constitutes a "park" that is prohibited within an RSIA under existing Metro Title 4 rules.

LUBA held that the adoption of the IATTMP by Metro, the City of Tualatin, and Washington County did not constitute "final land use decisions" subject to LUBA jurisdiction. Therefore, LUBA dismissed those appeals without considering the substance of TIG's arguments. LUBA's decision to reject TIG's appeal and dismiss Metro's adoption of the IATTMP was subsequently upheld by the Oregon Court of Appeals.

However, the City of Tualatin's ordinance adopting amendments to its TSP, which included a map showing the preferred alignment of the trail, was clearly a final land use decision. Therefore, LUBA considered the substance of TIG's arguments in that one appeal. Although LUBA rejected eight out of

nine sets of arguments raised by the opponents, LUBA agreed that the trail as described in the IATTMP fell within the meaning of a “park” as that term is used in Metro Code 3.07.420.D, which prohibits “parks intended to serve people other than those working or residing in the RSIA.”

In the absence of a definition of the word “park” under Title 4, LUBA relied in part on a dictionary definition of a park as a public “place of beauty or of public recreation.” LUBA noted that the IATTMP describes not just a trail but many other facilities including trailhead amenities, restrooms, picnic areas and information centers. Therefore, LUBA concluded that the IATTMP fell within the meaning of a “park” that would be prohibited in the RSIA under Title 4.

NEED FOR PROPOSED AMENDMENT

Proposed Ordinance No. 14-1329 provides a clear legislative statement that the Metro Council intends to allow the establishment of trails such as the Ice Age Tonquin Trail and their associated facilities within RSIA's. This is an important legislative fix that transcends the immediate dispute with the TIG because, in the absence of this amendment, LUBA’s decision creates legally binding precedent that would prohibit Metro and other local governments from locating trails within RSIA's anywhere in the region.

By 2035, about half a million more people are expected to live within the Metro UGB, and the percentage of roadways experiencing severe congestion is expected to increase dramatically. Increasing congestion has real economic costs. Dedicated regional trails for pedestrians and cyclists will help free roadways for other users. Regional trails are the preferred travel corridor for walking and riding because they are safe and fast, and because they can offer a natural experience that is removed from the noisy and hectic urban environment.

In April 2008 the Metro Council appointed a Blue Ribbon Committee for Trails to evaluate where regional trails fit in the region's priorities and recommend potential strategies for expanding the region's trail network. The committee recommended that regional trails are vitally important to local communities because they provide alternative transport routes and ways to connect with nature. The committee also concluded that investments in bike and pedestrian travel will produce significant environmental, livability, health and economic benefits to the region.

MTAC considered the proposed amendment at its meeting on March 19, 2014 and recommended revisions clearly stating that all facilities associated with a trail are also allowed within an RSIA. MTAC reviewed OMA’s revisions at its meeting on April 3, 2014 and unanimously recommended approval by MPAC.

ANALYSIS/INFORMATION

1. **Known Opposition:** It is anticipated that the TIG will appear in opposition to the proposed amendments, and may argue that rather than amending Title 4, the Metro Council should instead amend the IATTMP to relocate the preferred alignment of the Tonquin Trail to a location that does not cross their properties.
2. **Legal Antecedents:** Metro Urban Growth Management Functional Plan Title 4; Metro Resolution No. 13-4414 approving the IATTMP; LUBA opinion in *Terra Hydr v. City of Tualatin*, ___ Or LUBA ___ (LUBA No. 2013-016, November 1, 2013).
3. **Anticipated Effects:** Adopting this ordinance will allow Metro and other local governments to locate trails and associated facilities within areas mapped RSIA under Title 4 of the Urban Growth Management Functional Plan.

4. **Budget Impacts** None

RECOMMENDED ACTION

The Office of Metro Attorney recommends adoption of Ordinance No. 14-1329.

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING)	ORDINANCE NO. 14-1329
TITLE 4 OF THE URBAN GROWTH)	
MANAGEMENT FUNCTIONAL PLAN)	Introduced by Martha J. Bennett, Chief
REGARDING THE ESTABLISHMENT OF)	Operating Officer, with the concurrence of
TRAILS AND ASSOCIATED FACILITIES IN)	Tom Hughes, Council President
REGIONALLY SIGNIFICANT INDUSTRIAL)	
AREAS)	

WHEREAS, on December 16, 2010 the Metro Council adopted Ordinance No. 10-1244B, which included amendments to Title 4 (Industrial and Other Employment Areas) of the Urban Growth Management Functional Plan (UGMFP); and

WHEREAS, those amendments included the addition of new protections for Regionally Significant Industrial Areas (RSIAs) under Metro Code Section 3.07.420.D that require cities and counties within the Metro region to adopt land use regulations for RSIAs that “prohibit the siting of parks intended to serve people other than those working or residing in the RSIA”; and

WHEREAS, on February 28, 2013 the Metro Council adopted Resolution No. 13-4415 approving Metro’s Ice Age Tonquin Trail Master Plan, which describes a proposed 22-mile regional trail facility connecting the Tualatin River to the Willamette River and includes a preferred trail alignment that crosses through an area southwest of the City of Tualatin that is mapped with an RSIA designation; and

WHEREAS, on November 1, 2013 the Land Use Board of Appeals (LUBA) issued an opinion in Terra Hydr v. City of Tualatin, LUBA No. 2013-016, holding that the proposed regional trail described by Metro’s Ice Age Tonquin Trail Master Plan fell within the meaning of a “park” as that word is used in Metro Code 3.07.420.D and therefore would not be allowed within the RSIA; and

WHEREAS, the Metro Council has determined that the protections created in Metro Code 3.07.420.D should not be construed to prohibit trails and associated facilities that provide active transportation options and pedestrian and bicycle connectivity from crossing through an RSIA; now therefore,

THE METRO COUNCIL ORDAINS AS FOLLOWS:

1. Section 3.07.420.D of the Metro Code is hereby amended as follows:

“D. Cities and counties shall review their land use regulations and revise them, if necessary, to prohibit the siting of schools, places of assembly larger than 20,000 square feet or parks intended to serve people other than those working or residing in the RSIA. Nothing in this subsection is intended to prohibit trails and associated facilities from being located within an area designated RSIA on Metro’s Title 4 Map, including but not limited to trailhead amenities, parking areas, benches, information kiosks, restrooms, shelters, bicycle racks, picnic areas and educational facilities.”

ADOPTED by the Metro Council this _____ day of _____ 2014.

Tom Hughes, Council President

Attest:

Approved as to Form:

Troy Rayburn, Recording Secretary

Alison R. Kean, Metro Attorney

DRAFT

MPAC Worksheet

Agenda Item Title:

Preliminary Approval of the 2014 Regional Transportation Plan (RTP) – Information / Action

Presenter(s): John Mermin

Contact for this worksheet/presentation: John Mermin, 503-797-1747, john.mermin@oregonmetro.gov

Date of MPAC Meeting: April 23, 2014

Purpose/Objective

Ask MPAC for recommendation to Metro Council for tentative approval of the 2014 RTP for purpose of air quality conformity analysis and provide summary of initial public comments received (through April 13)

Action Requested/Outcome

MPAC is informed of initial public comments received and makes recommendation to Metro Council for Preliminary Approval of the 2014 RTP

How does this issue affect local governments or citizens in the region?

The RTP helps guide transportation policies and project development in the region. The projects that local partners include on the financially constrained project list will be eligible to receive federal transportation funding.

What has changed since MPAC last considered this issue/item?

Metro staff shared an overview of the public review 2014 Draft Regional Transportation Plan at the March 26 MPAC. Since that time, Metro staff has received comments on the plan as part of a 45-day public comment period (March 21 – May 5). Metro staff will ask MTAC for a recommendation to MPAC on the RTP at its April 16th meeting. This recommendation will be shared with MPAC at its April 23 meeting.

What packet material do you plan to include?

A memo asking for MPAC's recommendation to Metro Council and summarizing initial public comments received.

 **Metro | Memo**

Date: April 14, 2014

To: MTAC, TPAC, MPAC and Interested Parties

From: John Mermin, 2014 Regional Transportation Plan (RTP) Project manager

Re: Request for tentative approval of 2014 RTP for the purpose of air quality conformity analysis and summary of initial public comments received (through April 13)

Purpose

The purpose of this memo is to ask for tentative approval of the 2014 RTP and to inform MTAC, TPAC and MPAC of public comments received (as of April 13). A tracked-changes and a clean version of the draft RTP as well as the project list are available to review on Metro's website: www.oregonmetro.gov/rtp. Comments received as of April 13 are summarized in this memo and are included in **Attachment 1**. Comments received after April 13 will be presented to MTAC, TPAC and MPAC as part of requesting a final recommendation on the 2014 RTP in June.

Background

There is a very tight timeline to receive tentative approval on the RTP. The approval is needed so that Metro can run the air quality model on a tentative 2014 RTP project list for conformity with the federal Clean Air Act and hold a required 30-day comment period on the results (May 16-June 15). The current RTP expires September 20, 2014, and time is needed for federal and state review prior to its expiration date.

Metro staff shared an overview of proposed edits to the RTP at the February 28 TPAC, March 19 MTAC, and March 26 MPAC meetings. The vast majority of edits to the RTP document are technical / house-keeping in nature. The policy edits are located primarily in the Chapter 2 biking and walking sections. These edits strengthen existing policies and provide additional detail to reflect the Regional Active Transportation and Regional Safety Plans but *do not propose any dramatic shifts in policy direction*.

In addition to edits to the RTP document, the 2014 work program included updating the project list. These updates were limited by JPACT and the Council to projects coming from a local public process such as a transportation system plan or corridor plan. In December 2013, local jurisdictions and partner agencies submitted to Metro new projects as well as changes to existing projects. Metro staff shared an overview of changes to the project list at the January 3 TPAC, January 15 MTAC and January 22 MPAC meetings.

Proposed Decision-making Format

The public comments on the RTP generally fall into two categories (a) those requesting specific changes to RTP projects or policy language, and (b) more general comments that do not request a specific amendment. Staff has organized responses to the comments accordingly, with individual recommendations on all comments requesting a specific change. Because the comment period is still underway, the comments received thus far are mostly very general, and include only a few comments from that request specific changes.

Summary of Public Comments on 2014 Public Review Draft RTP received (as of April 13)

A 45-day public comment period began March 21 and will finish May 5th. Thus far Metro has received comments on the RTP primarily through an online survey available at (www.makingagreatplace.org). Staff also

expects to receive comments through formal letters in the coming weeks. Comments received as of April 13th can be found in **Attachment 1**. A summary of the comments can be found below.

- 148 comments received
 - 7 comments that propose a specific change
 - 141 comments that do not propose a specific change
 - 29 comments which have been forwarded to local jurisdiction / facility owner for their consideration
 - 3 proposed consent items for TPAC, MTAC and MPAC
 - No proposed discussion items for TPAC, MTAC and MPAC

CONSENT ITEMS

#	Comment	Source	Staff Recommendation	Relevant projects in RTP
145	In Figure 2.10 (Regional transit network map), show the following routes as "future HCT": I-205, TV Hwy, Amberglen, Powell/Division since these corridors have not yet gone through a planning process resulting in a locally preferred alternative (LPA). Currently I-205, TV Hwy and Powell/Division are shown as "on-street BRT".	Metro Staff	Change as requested.	
146	Revise project #11332 title as follows: " <u>High Capacity Transit Capital Construction: I-205 BRT</u> " to be consistent with project description which does not identify a specific mode. This corridor has not yet gone through a planning process resulting in a locally preferred alternative (LPA). Change typo in project cost as follows: \$150,000,000	TriMet Staff	Change as requested.	11332 - High Capacity Transit Capital Construction: I-205
147	Add text box providing definition of the "Federal RTP" and "State RTP" right before Tables 3.6, 3.7, 3.8 which describe project list composition (provide similar info to what's provided in the beginning of chapter on p.3-13, 3-14, 3-19.	Metro Councilor Harrington	Change as requested.	

ITEMS PROPOSED FOR DISCUSSION

#	Comment	Source	Staff Recommendation	Relevant projects in RTP
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None at this time

April 14, 2014. Request for tentative approval of 2014 RTP for the purpose of air quality conformity analysis and summary of initial public comments received (through April 13)

Next Steps

JPACT and Metro Council will receive a summary of all public comments at their May 8th meetings and will be asked for tentative approval of the 2014 RTP, pending an air quality conformity determination (and a 30-day comment period on the determination). From mid-June to mid-July MTAC, MPAC, TPAC, JPACT and Metro Council will be asked to take final action on the 2014 RTP ordinance.

Attachment 1. 2014 Regional Transportation Plan (RTP) comments received March 21 - April 13 for April MTAC, MPAC and TPAC

#	Comment	Source(s)	Date	Staff Recommendation	Relevant RTP project
1	More funding should be spent on bus service. There is good guidance and flexibility in the ATP. This will be necessary as jurisdictions are faced with restricted funding.	Karen Buehrig	3/21/2014	No specific change proposed.	
2	Stop wasting our money on roads and car traffic infrastructure. It's a dead end.	Glen Ropella	3/21/2014	No specific change proposed.	
3	the funds should be used maintain and improve operations on the existing system. Bike lanes and sidewalk should be added as the region upgrades the existing system. How can we support more bike lanes and sidewalks if we cannot maintain the existing system.(all aspects). Also more attention is needed within the suburban areas not Portland	Ronald Weinman	3/21/2014	No specific change proposed.	
4	Moving percent of funding closer to actual percent of total number of projects. I would like to see the Sullivan's Gulch Trail get some attention. I will work to see that it is understood and gets some support.	Brittain Brewer	3/22/2014	No specific change proposed.	
5	Reduce transit spend to 10%: Serves a lot less of the population. Very expensive to operate. Tri-met cuts service. Not accessible / useful to majority of population (no service provided and doesn't take people to where they need to go). Increase roads and bridges (to 43%) & throughways (to 36%): serves the most people, provides access from 'any point' to 'any point'. Reduce Active Transportation to 5%: surprisingly high percentage, esp. considering that the roads/bridges also includes active transportation improvements. Serves a very small slice of the population. Too much focus on transportation modes that are used by very small parts of the population. It is unrealistic to believe that transportation issues/needs will be met by walking, biking and mass transit.	Sam Jones	3/22/2014	No specific change proposed.	
6	Put buses back on out lining areas. Like South End in Ore. City. Use the money and do the projects right the first time and not make it a project that has to be added to years later. more buses for those that need it, and longer hours.	K H	3/22/2014	No specific change proposed.	
7	As the left pie chart shows, the lion's share of the money continues to go for more auto capacity. There continues to be a significant disconnect between the policy summarized in question 1 and where the money actually goes. Until this changes, this is a Regional Transportation Fantasy, which really offers lots of talk about big shifts to walk, bike, and transit, GHG reductions, Climate Smart Communities, blah, blah, blah, but the region fails to put its money where its mouth is. Align the transportation improvement investments with the policy. I realize easy to say and harder to do with most regional communities not really buying into the RTP - they really want more road capacity.	Keith Liden	3/22/2014	No specific change proposed.	

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#	Comment	Source(s)	Date	Staff Recommendation	Relevant RTP project
8	Roads and Bridges 75%. Hwy 217 in a couple of decades! get real do it now. NOW.	Jim M Alder	3/23/2014	No change recommended. This comment has been forwarded to Washington County, Tigard, Beaverton, and ODOT.	10599: Hwy 217/72nd Ave. Interchange Improvements; 11582: Hwy. 217 Capacity Improvements; 11439: Southbound Hwy 217 Allen/Denny Split Diamond Interchange; 11400: OR 217: Southbound Auxiliary Lane; 11302: I-5/OR 217 Interchange Phase 2 - southbound OR 217 to southbound I-5 entrance ramp; southbound I-5 exit to Kruse Way loop ramp; 10747: Hwy. 217 Overcrossing - Cascade Plaza; 10596: Scholls Ferry Rd. Improvements;
9	Transit should be receiving more funds, and growing. I think ALL discretionary funds should be put toward Transit, and, after Transit is fully funded, toward Active Transportation. Roads and freight investments should be made using the dedicated taxes (gas taxes & auto fees) and not discretionary funds. If there's not enough money for Roads & Freight from these sources (that our constitution dedicates to them), then these dedicated taxes should be increased.	Carl VanderZanden	3/24/2014	No specific change proposed.	
10	Overall, I support spending for active and public transit. As a resident of Lake Oswego who works, volunteers, and pursues entertainment in Portland, I'd like to see a safer bicycling route between the two, and better transit options on the weekends. Generally speaking, I support using public funds to get more cars off the road by increasing public and active transit options.	Nicholas Tahran	3/24/2014	No specific change proposed.	
11	More improvements needed in the active transportation funding section to increase walking and biking...to make healthier people and to get more cars off the road.	Liz Jones	3/24/2014	No specific change proposed.	
12	I would like to see expansion of throughways, specifically the Abernathy Bridge I-205 Willamette River crossing. An additional bridge from Lake Oswego to Milwaukie or West Linn to Milwaukie would be most helpful. Many of the projected needs for roads from 20 years ago should be dismissed, adopting a new transportation plan would be wise. The active transportation plan is good, I would like to see some additions to rural areas to provide bike/pedestrian access to rural towns.	Levi Manselle	3/24/2014	No change recommended. This comment has been forwarded to Lake Oswego, Oregon City, Clackamas County, and ODOT.	11585: I-205 Southbound and Northbound Abernathy Bridge widening; 10144 (related): SB 99E/I-205 Interchange Access; 11305: I-205 operational improvements; 11497: I-205. 10085: Lake Oswego Milwaukie Bike Ped Bridge Over the Willamette River
13	The spending is way off kilter, the bids system is tainted by people pushing expensive requirements from the start. We have spent so much and except occasional use these are not being used. A once or twice a year usage scale is not validating the costs.	Michael Harrington	3/24/2014	No specific change proposed.	
14	Throughways come with an added cost to communities. For example, I do not benefit at all from the several lanes of congested car traffic that clog up McLoughlin Blvd for miles. But my neighbors and I do pay the price for it. Rather than building more and safer bike and pedestrian crossing along that throughway to help remedy a problem it created, ODOT erected a "safety screen" and demanded that TriMet close two bus stops. When building a throughway that cuts through dense residential neighborhoods like Ardenwald-Johnson Creek and Sellwood-Moreland, there should be requirements that facilities guaranteeing safe crossing and access be included in the funding.	Angelene Falconer	3/24/2014	No specific change proposed.	

Attachment 1. 2014 Regional Transportation Plan (RTP) comments received March 21 - April 13 for April MTAC, MPAC and TPAC

#	Comment	Source(s)	Date	Staff Recommendation	Relevant RTP project
15	Emphasis should be on expanding the bus system into underserved neighborhoods. Freight transfer can be centralized at a city's periphery, Creation of a "ring road" such as exist in Europe would speed freight delivery while easing the wear-and-tear on the city streets. Do not widen any roads as an answer to congestion.; Reward drivers who take transit to work by lowering their taxes. Reward parents who send children to school on public transit by lowering their taxes. Give free bus passes to middle-school children (you already give passes to high schoolers). Pave streets and trails where pedestrians walk. When planning to put in a greenway project, first notify the homeowners. Too much emphasis is placed on a rail system. Perhaps \$100 million is too much for the PMLR; there's no reason to emphasize light rail as is currently being done. Some of that money should go to neighborhood new bus service.	Gerri Lent	3/25/2014	No specific change proposed.	
16	Roads and bridges are top. There needs to be budgeted \$ for yearly issues: potholes, etc. Can't improve throughways without also doing roads/bridges. They go together. Transit to outlying areas is also important as the Metro region continues to grow.	Saly Quimby	3/25/2014	No specific change proposed.	
17	Stay far away from TriMet. I have very little regard for this agency. After spending time in NY, Wash DC, I admired how easy, CLEAN, and SAFE their transportation systems were. TriMet is incapable of doing anything similar. I also pay the same as folks living in the metro area with very little and inconvenient service.	Peggy Powell	3/26/2014	No specific change proposed.	
18	Higher funding for transit for both capital and operating expenses, at the expense of spending to support automobiles (throughways). We have to face up to the problems of automobile traffic in urban Portland. The only hope I see is through emphasis on public transit (expand it and make it free, increasing business and property taxes to make up for the lost fare revenue, and to support bonds for transit capital expenses). I pay about \$20000 in property tax in Portland, and would be happy to pay more if spent in this way.	Robert Lee	3/26/2014	No specific change proposed.	
19	Less transit more on roads and bridges	Jerad Hampton	3/26/2014	No specific change proposed.	
20	I support this plan and its focus on more sustainable types of transportation. I hope that the elderly and disabled and their unique transportation needs are being considered in the planning process.	Marilyn Veomett	3/26/2014	No specific change proposed.	
21	All plans to do with motor vehicle infrastructure should be solely for maintenance, not expansion. If anything, as mass and active transport infrastructures improve, motor vehicle use should be targeted for gradual draw-down. (inevitable anyway, so sooner and more voluntarily the better) Freight is tricky and is a nation wide disaster; basically insane for a semi to drive from NY to LA. VAST majority of long haul freight should be by rail, with truck only final connection from local rail head to destination. You know the increases in road use being advocated by trucking lobby - absolutely unsustainable and seriously deluded in feasibility. Cost in dollars, safety, quality of life, environmental toll is beyond reason.	Ed Rae	3/26/2014	No specific change proposed.	

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#	Comment	Source(s)	Date	Staff Recommendation	Relevant RTP project
22	<p>2014 RTP #10772 David Hill connection to Hwy 47 involve upgrading a driveway connection to Hwy 47 to a street connection without ODOT review. There is NO public ROW at that location, needs to be reviewed. #10774, 23rd Avenue Extension intersection rework proposed design ISOLATES the existing Industrial zone on 24th Avenue from access to Hwy 47. Wrong location, should connect to 23rd not Martin Rd. #10780 Hwy 47/Pacific Avenue Intersection Improvements - totally within the Forest Grove city limits - but the proposed improvements do not address 2020 peak East-West traffic demand, multi-signal queue delay, queuing into adjacent intersection at Poplar, left turn traffic using the median as a traffic lane, pedestrian crossing at Poplar or Rose Garden mobile estates, etc. It is a flawed design at the busiest and most accident prone intersection in the city. A different design is needed. #10788 10th Avenue - the intersections of 10th/Adair and 10th/Baseline should have ALL left turns replaced by right turns at 10th with J-turns at 9th and 11th to allow North-South traffic to have two through lanes, with the East-West turn traffic removed from the volume. #11380 Yew St/Adair St Intersection Improvements. Second most accident prone intersection in the city. It needs a light that is synchronized with the lights on Adair in Cornelius to preserve flow while increasing safety for cross traffic and pedestrians. All of Adair/Baseline should have timed flow. #11661 Hwy 47/Martin Road Intersection Improvements - the Holliday connection will delay the construction. The 24th connection will isolate the 23rd Industrial zone. Bad design. #11663 Hwy 47/Purdin Rd. Intersection Improvements - absolutely necessary! #11672 Holladay Ext(West) requires a road outside the UGB. A shorter route exists within the UGB by connecting to 23rd Avenue. Need to extend 19th from Oak through Quince to rebuild Hwy 8 & Hwy 47 to the same design as Hwy 8 and Hwy 219 in Hillsboro, a major highway as a one-way couplet crossing a lessor highway. That Pacific/19th couplet should extend to the Cornelius city limits to join Adair/Baseline with timed progression, three travel lanes, and safer pedestrian crossings.</p>	David Morelli	3/26/2014	No change recommended. This comment has been forwarded to Forest Grove, Cornelius and ODOT.	10772: David Hill; 10774: 23rd Avenue Extension; 10780: Hwy 47/ Pacific Avenue Intersection Improvements; 10788: 10th Ave; 11380: Yew St / Adair St Intersection Improvements; 11661: Hwy 47/ Martin Road Intersection Improvements; 11663: Hwy 47/ Purdin Rd. Intersection Improvements; 11672: Holladay Ext (west)
23	because older folk do not ride bikes i find them distracting, arrogant, and a way for thugs to get around. less bikes and more cops on max.	John Kleev	3/26/2014	No specific change proposed.	
24	Privatize mass transit. If it can't support itself, then close it down. Don't steal from the taxpayers to support your egos.	Richard Whitehead	3/26/2014	No specific change proposed.	
25	Maintaining our existing roads is most vital. I'm less open to adding bike lanes at the expense of vehicular lanes as has been proposed along Barbur Blvd. All planning should focus on making neighborhood town centers into vibrant live/work centers.	Thomas Riese	3/26/2014	No specific change proposed.	
26	It looks like a good mix (maybe more on roads and bridges. Like, fix potholes so drivers stop whining about them (I'm not a driver myself; I'm trying to be a little more balanced here).	Dona Hertel	3/26/2014	No specific change proposed.	
27	Increase freight at the expense of active transportation. Active transportation projects take 11% of the budget but only used for 3-5% of transportation mode used.	Stuart Long	3/26/2014	No specific change proposed.	
28	We spend too much on bike lanes. Use bike boulevards instead. I am also not a huge proponent of light rail. Many of the metro counties do not want it. Listen to them. You need to invest in freight more so or else Portland will be a service society of low wage jobs. When you look at the percent of people in the metro area that actually use Trimet versus those who do not, what is the cost benefit analysis? I would wager that we pay a lot of money per tax payer for a system that few use. We are not going to be Europe. The West Coast was developed with the car. Embrace that fact. Try to get more metro driver's into electric cars or smaller cars. Assess a tax that is based on the number of miles driven per year multiplied by the weight of the vehicle. Use GPS tracking to toll people going over bridges, which cost a lot of money to maintain.	Greg Wilhelm	3/26/2014	No specific change proposed.	

DRAFT

Attachment 1. 2014 Regional Transportation Plan (RTP) comments received March 21 - April 13 for April MTAC, MPAC and TPAC

#	Comment	Source(s)	Date	Staff Recommendation	Relevant RTP project
29	I appreciate all the active transportation projects. It doesn't cost much to make big improvements to quality of life this way.	Mary Jean Williams	3/26/2014	No specific change proposed.	
30	It is unclear if the connection of sidewalks/bikeways will be supported anywhere outside of the downtown area. The unincorporated areas of Portland 97229 has a huge need for sidewalks/bikeways. If this plan includes all areas that is great if not please consider including areas not connected with downtown Portland.	Paige Dickson	3/26/2014	No specific change proposed.	
31	Freight and transit should be a higher priority over Active transportation as I see that is where the biggest problems and congestion are.	Rick Scrivns	3/26/2014	No specific change proposed.	
32	Drop the spending on bike painting paths, Green boxes, re striping and spend it on bridge and road infrastructure. Government run a-muck. You are not listening to your voters and	Kelly Sweeney	3/26/2014	No specific change proposed.	
33	Increase Transit & include increasing routes/frequency. After the Milw Max is completed - no more new Max or Streetcar lines.	Susan O'Neill	3/26/2014	No specific change proposed.	
34	Cut back active transportation and put more into roads and bridges. Active transportation is a nice idea that is not grounded in reality. Very few people do it nor will many ever do it. Our population is aging and the elderly will not use bikes or trails. There is only one convenient way to get things like groceries to homes - autos. To think that people can be driven out of their cars is a pipe dream. Weather alone argues heavily against this. Most bike use today is for recreation and fitness, not commuting.	Gerald Good	3/26/2014	No specific change proposed.	
35	Bridges need to be maintained and updated for seismic. My understanding is that while many of our bridges are updated -- the approaches are not -- hence we need to have these critical links updated seismically. We need to continue to increase the use of mass transit over individual vehicle trips. This is a paradigm shift in thinking for Oregonians and Americans in general -- away from the "individual" and convenience to "community" and shared resources.	Nancy Gibson	3/26/2014	No specific change proposed.	
36	I think that the focus should be on regional bottlenecks whether freight, transit, or auto to maximize the use of the system. For instance it makes little sense to expand capacity over the Columbia river only to hit bottlenecks on either.	Rick Michaelson	3/26/2014	No specific change proposed.	
37	More funding \$\$ for roads and bridges, less for transit. For Throughways to take 26% of the funding but only 3% of the projects indicate that much higher cost of these projects. Although necessary, some outside review may be necessary to ensure the funds are going to needed projects. I didn't see any HWY 26 and connecting projects. The East-West traffic flow between Multnomah and Washington County needs improving. It won't be long before the Vista Ridge Tunnel needs augmenting with additional lanes or another route for commuters. Current options include Cornell Rd and Barnes/Burnside - neither are preferred high traffic alternatives.	John Metcalf	3/26/2014	No change recommended. This comment has been forwarded to Hillsboro, Portland, Washington County, and ODOT.	10558; Cornell Rd. Improvements; 10559: Cornell Improvements; 10873: US 26W: Widen highway to 6 lanes; 11275: Walker Rd. Extension; 11279: US26/185th Interchange Refinement Plan and Implementation; 11359: Northbound Cornelius Pass Road to US 26 Eastbound; 11365: Brookwood Parkway; 11367: Cornelius Pass Road; 11368: US 26 Westbound Off Ramp; 11393: US 26; 10547: 173rd/174th Under Crossing Improvement; 11574: Cornell Road; 10166: NW Burnside at Skyline Rd.;

Attachment 1. 2014 Regional Transportation Plan (RTP) comments received March 21 - April 13 for April MTAC, MPAC and TPAC

#	Comment	Source(s)	Date	Staff Recommendation	Relevant RTP project
38	More funding \$\$ for roads and bridges, less for transit. For Throughways to take 26% of the funding but only 3% of the projects indicate that much higher cost of these projects. Although necessary, some outside review may be necessary to ensure the funds are going to needed projects. I didn't see any HWY 26 and connecting projects. The East-West traffic flow between Multnomah and Washington County needs improving. It won't be long before the Vista Ridge Tunnel needs augmenting with additional lanes or another route for commuters. Current options include Cornell Rd and Barnes/Burnside - neither are preferred high traffic alternatives.	John Atherton	3/26/2014	No change recommended. This comment has been forwarded to Hillsboro, Portland, Washington County, ODOT.	10558: Cornell Rd. Improvements; 10559: Cornell Improvements; 10873: US 26W: Widen highway to 6 lanes; 11275: Walker Rd. Extension; 11279: US26/185th Interchange Refinement Plan and Implementation; 11359: Northbound Cornelius Pass Road to US 26 Eastbound; 11365: Brookwood Parkway; 11367: Cornelius Pass Road; 11368: US 26 Westbound Off Ramp; 11393: US 26; 10547: 173rd/174th Under Crossing Improvement; 11574: Cornell Road; 10166: NW Burnside at Skyline Rd.;
39	To much money is being spent on bike lanes and not enough to support the road repairs and maintenance	Paul Edgar	3/26/2014	No specific change proposed.	
40	All transit investments in planning of future Light Rail expansion should ended, until TriMet is in an accrual sound financial footing. Unfunded TriMet obligations must reflect 25% reductions over the next 5-year and again another 25% reduction over the subsequent next 5-years. These planned reductions in TriMet obligations must be verified and come from an Independently Auditing Entity - Source. Active Transportation investments should be reduced in half. Freight movement investments should double, plus some. Strategic incremental improvements in the elimination of "Choke Points" on our roads, that can Improve our Economy and Create JOB's, must the highest prioritization - in weighted value. Fund road maintenance, to where we are holding our own, at that point where the lack of funding - maintenance, is reverses to a point where the cost of deferred maintenance, does not cause us to lose ground annually, in financial terms. We are cutting our own throats in this degree of prioritization given to Active Transportation and Transit within a regional perspective. The City of Portland and most local governmental entity must step to the plate, (not federal or state dollars) to back fill funding, the Active Transportation Model/Plan. We have to create "sustainability of funding and taxation" and that takes a more rapidly expanded economic footprint and our current and planned road infrastructure does not support, economic expansion. That has to change.	Larry Conrad	3/26/2014	No specific change proposed.	

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41	<p>Not another dime for light rail. Or street cars, which are even worse. They are expensive and the result is we get more in-street rails which create a hazard for bicyclists. And the resulting "trains" are a whole 1 or 2 cars long. If you want to build a subway, build a real subway, with grade separated rails that don't cross streets, and minimum 6 car trains. Otherwise, don't bother with rail-based transit. Emphasize better bus service. As far as what to spend the money on, FIX THE GAPS IN THE EXISTING BICYCLE INFRASTRUCTURE. That is, twist ODOT's arm and get them to either widen the bridges on Barbur or put Barbur on a road diet so that we can have continuous bike lanes. Similarly, fix the gaps in the bike lane on Hall Blvd. in Beaverton where it goes over 217 and at Allen. AND MOST OF ALL FIX CRASH CORNER: Beaverton-Hillsdale, Oleson and Scholls. I took a look at the Active Transportation Plan map. The graphic artist who did those needs to be fired. The legends or the decoration on the corners obscure important parts of the map. For example, crash corner, also known as the intersection of Beaverton-Hillsdale, Oleson, and Scholls, is obscured. So I have no idea what you have planned to fix that. So it's hard to comment on it when I can't see it. The other thing I noticed was what happens to Capitol Highway between Wilson High School and Barbur? Do I lose my bike lanes there? I don't want to be relegated to some trail that SWNI thinks is a nice idea but which will be crowded with dog walkers and joggers and force me to ride my bike at 3 mph. No thanks. I'd rather ride on Capitol.</p>	Seth Alford	3/26/2014	No change recommended. This comment has been forwarded to Portland, Tigard, Beaverton, Washington County, ODOT, and TriMet.	<p>BARBUR - 10282: Barbur/ Capitol/ Huber/Taylor's Ferry, SW: Intersection Improvements; 10283: Barbur Blvd, SW (3rd - Terwilliger): Multi-modal Improvements; 11324: Barbur Bridges; 11351 (related): SW Multnomah Blvd. (Barbur Blvd. to 45th Ave.); 11412 (related): Corridor Safety and Access to Transit: Barbur-99W; 11564: Barbur Demonstration Project 19th Ave. to 26th Ave.; 11571 (related): Barbur/99W Corridor Safety and Access to Transit; 10277 (related): Bertha, SW (B-H Hwy - Barbur): Multi-modal Improvements; HALL BLVD - 11220: Hall Blvd. Improvements; 10633: Allen Blvd. safety, bicycle and pedestrian improvements; 11439: Southbound Hwy 217 Allen/Denny Split Diamond Interchange; 10747: Hwy. 217 Overcrossing - Cascade Plaza; BEAVERTON-HILLSDALE HWY/OLESON/SCHOLLS - 10545: OR 10: Oleson Rd. Improvement; 11460: OR 10: Oleson Rd. Improvement; CAPITOL HIGHWAY - 10273: Capitol Hwy, SW (Terwilliger - Sunset): Multi-modal Improvements;</p>
42	<p>Funding of roads and bridges should be decreased. Per capita vehicle miles have been steadily declining for more than a decade and it's time for Metro to acknowledge this long-term demographic trend in their priorities and planning. Funding for public transport, active transport, and efficient movement of freight should be increased and funding for any new throughways should be eliminated. Funding for road and bridge maintenance should focus on making essential repairs only. Long-term cost savings via decommissioning of unnecessary roads and highways should be sought.</p>	Soren Impey	3/26/2014	No specific change proposed.	
43	<p>Would like to see automated traffic enforcement managed by PBOT not the police. Being OK at active transportation is a far cry from being the best, when we are talking about Portland's ability to attract top talent in cutting edge industries.</p>	J Chris Anderson	3/26/2014	No specific change proposed.	

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44	Residents of East Multnomah County moved to this area because it was the "suburbs", not the inner City. We did not expect sidewalks, bicycle lanes, stores that we could all walk to. The residents of inner city would expect those, not us. But, thanks to Urban renewal the inner city neighborhoods have been updated and now attract the younger families.....property values increased.....therefore lower income families, people, have now moved out of the inner city neighborhoods to the NE and SE areas east of 82nd Avenue. Therefore, we now have gang activity, high crime rates, tagging on abandoned buildings. As far as I am concerned the Urban Renewal policies have ruined my neighborhood and lowered my property values and have created a unsafe neighborhood, which used to be very safe.	Darlene Bensin	3/26/2014	No specific change proposed.	
45	You have shoved mass transit down our throats, including building a light rail to Milwaukie that was voted down twice. People in Oregon don't seem to use mass transit as you envisioned. Fix the roads and bridges. Instead of crowding out vehicles, plan for their continued use.	Michael Halloran	3/26/2014	No specific change proposed.	
46	I would like to see public transit receive higher priority	Barbara Walden	3/26/2014	No specific change proposed.	
47	Transit expenditures are out of hand and reflect an irresponsible use of available funding when the critical infrastructure of roads and bridges are falling apart. Active transportation expenditures are also higher than needed.	Robert Bachelder	3/26/2014	No specific change proposed.	
48	I support the balance (relative proportion) of investments on the "percent of funding" left chart. I would change how the "Transit" budget was spent - we still do not have light rail down to Oregon City.	Helen Hays	3/26/2014	No specific change proposed.	
49	Improved ... Frequency and speed in Sw	Don Darby	3/27/2014	No specific change proposed.	
50	Less investment in mass transit and more on new and expanded roads. The group needs to take a comprehensive view and also look at housing locations and densities. There needs to be lower housing density in the outlying areas (particularly SW/Beaverton/Tigard). Creating a lower population density would decrease the timing and amount of traffic on the roads. The group should also decrease its focus on mass transit and increase focus on new and expanded roads.	P McKnight	3/27/2014	No specific change proposed.	
51	Increase Freight decrease Transit.	D H	3/27/2014	No specific change proposed.	
52	Not enough for roads and bridges in the city of bridges. Have you determined off truly effective transit is here?	Randall Murray	3/27/2014	No specific change proposed.	
53	I would increase the funding for roads and bridges by decreasing the funding for active transportation. Frankly, we need a bigger pool to draw from. I would be in favor of increasing the mass transit district tax, gas tax, and any other method for increasing transportation and infrastructure investments.	Daniel Hauser	3/27/2014	No specific change proposed.	
54	agree with percent of funding, It is hard to judge bang for the buck with the number of projects	Dennis Hodge	3/27/2014	No specific change proposed.	
55	The money is still weighted heavily in the direction of supporting individual drivers (i.e.. roads and bridges) when the need in the future is for us to be decreasing our dependence on fossil fuels and developing a more sustainable and green culture. Like the emphasis on supporting walking and biking. (Does this mean sidewalks will get some attention in Lents? :->)	Mary Lou Bonham	3/27/2014	No specific change proposed.	
56	More Transit funding.	Mark Rogers	3/27/2014	No specific change proposed.	
57	I support the focus on infrastructure and transit. Please consider restricting truck and commuter traffic from neighborhood streets.	Kathleen Sharp	3/27/2014	No specific change proposed.	

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58	So, 58% spent on roads and freeways? That is shocking for this place and this day and age. That is a we-are-in-denial level of funding. It should be 58% on transit/active transportation, and 35% on roads, bridges and freeways, if even that much. Just because we inherited a big crumbling mansion of an automotive transportation system that we can neither make the payments on nor afford to maintain doesn't mean we should keep trying to maintain it. At some point, we are going to have to move out, and stop killing ourselves trying to keep it up.	Michelle Poyourow	3/27/2014	No specific change proposed.	
59	More emphasis on Transit and Active Transportation is always welcome.	Kathleen Anson	3/27/2014	No specific change proposed.	
60	I would put most of the money into public transport, buses and light rail. Please make Tri-met more affordable. It is less expensive for me to drive downtown even with parking than it is to take the bus. That isn't right. I would like to see the bus and light rail be free.	Natalie Leavenworth	3/27/2014	No specific change proposed.	
61	I don't think roads should be widened for cars. It is unfortunate that the "Roads and bridges" category lumps together required bridge repair with "new connections for automobiles."	Lisa Caballero	3/27/2014	No specific change proposed.	
62	More funding for active transportation and less for throughways. regional bicycle connections should be a priority, either through trails or neighborhood greenways.	Timur Ender	3/27/2014	No specific change proposed.	
63	ODOT does not have any planned investment for N. Lombard (HWY 30 BYP) and it should. The street is in disrepair and doesn't safely accommodate all modes of traffic or provide safe crossings.	Clinton Doxsee	3/27/2014	No change recommended. This comment has been forwarded to Portland and ODOT.	10299: Lombard, N (I-5 - Denver): Street Improvements; 10332: Lombard, N/NE (MLK Jr - Philadelphia) (US 30): ITS
64	the investments made in bicycle projects (in dollars) should be closer to 30%. It is the least-built-out of our networks and is the best bang for our transportation buck. [The RTP] doesn't include enough bicycle projects.	Allan Rudwick	3/27/2014	No specific change proposed.	
65	Prioritize people by prioritizing the walking and bicycling networks to be built first. Build the entire active transportation system now, get it complete, and then look at widening of roads for vehicles. Active transportation represents 32 percent of total number of projects, yet receives only 11 percent of funding. We already have a system that serves private vehicle drivers very well, and yes it needs maintenance, but our active transportation system comes nowhere near to being well-connected and complete for bicyclists, pedestrians, and transit users. Build the entire active transportation system now, get it complete, and then look at widening of roads for vehicles. The RTP and the ATP state that the region won't reach our targets for mode-share if we stay on our current path that provides only 11% of funding to active transportation; if we were to prioritize the active transportation system by building the entire walking and bicycling network in the next 5 years, there's a pretty good chance we'll meet those targets. That would also go a long way towards reaching greenhouse gas reduction targets from vehicle emissions. Finally, a completed active transportation network would allow our children to safely access schools with their own two feet or wheels, instead of having to be driven by an adult because there are not sidewalks around too many schools.	Kari Schlosshauer	3/27/2014	No specific change proposed.	
66	Investments should be made where most needed, regardless of what category they fall into	Mare Stern	3/27/2014	No specific change proposed.	

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67	I do not support light rail. Improve, resurface, widen, make safer our roads and bridges, but stop wasting money on light rail...it serves a minority of travelers...more buses for those who want public transportation, but no more light rail. Light rail does nothing to foster vibrant communities...it turns the areas into ghettos...who wants to live near that??? It's good to look towards the future but stop trying to turn the suburbs into high density housing nightmares...we live in the suburbs by choice and we prefer to drive our personal cars wherever we need to go.	Carolyn Scrutton	3/28/2014	No specific change proposed.	
68	I would support more allocation to active transportation and sincerely appreciate the investment in expanding transit options in our region	Joe Hardman	3/28/2014	No specific change proposed.	
69	I support the Active Transportation projects. I think we should increase Freight projects. In the long run it will help regional economics. The RTP is a good long term plan to strive to meet. The Active Transportation Plan is important to made sure we consider all modes of	Sandra Doubleday	3/28/2014	No specific change proposed.	
70	I encourage investment in transportation alternatives that do not involve burning carbon. I encourage extending community partnerships beyond the Metro area to include Yamhill County, Salem, and Lincoln City and the coast communities (the 99E side to Salem, and the 99W side to Hwy 18 to the coast).	Jim Diamond	3/28/2014	No specific change proposed.	
71	Implement the South Portland Circulation Study! Use it as the basis for all work in the SW Portland corridor -- it is a completed and approved project that would greatly benefit all of us! The streets in Portland need to be repaved and re-stripped to make all of us much safer. Fixing existing roads should take precedence over new construction. Bike lanes need to be expanded and made safer. There is too much emphasis on new construction and car traffic. What we have in place now needs to be properly maintained. Our bridges are in desperate need of repair. The South Portland Circulation Study needs to be implemented right now. We have waited far too long for this solution to multiple traffic problems in SW Portland.	Cheryl McDowell	3/28/2014	No change recommended. This comment has been forwarded to Portland and ODOT	SOUTH PORTLAND CIRCULATION STUDY - 10235: South Portland Improvements, SW
72	quit wasting our money. total waste	David Goliath	3/28/2014	No specific change proposed.	
73	Seems reasonable but you are asking for support of some pretty general priorities. I would like to see more emphasis on connectivity for walking, biking and parking. I would definitely like to see more "big picture" approach to these things, where you are proactively looking ahead and not doing projects that are micro in focus. Don't put getting money in front of public safety. Don't put more parking ahead of protecting our environment. And why the heck are there so many parking spots for battery cars when in Oregon, we really don't have very many of those cars? What a waste of money. Frustrates me to see all those parking spots empty, and right by the doors to places, while I have to park blocks away. I would also like to see some support for equestrian trails or shared trails, within the metropolitan area. Please always think big picture and don't play politics. Make the right choices not the convenient choices. Look out for the little guy. Enforce the "left lane for passing only" rule and ticket people who drive poorly.	Kristi Beyer	3/29/2014	No specific change proposed.	
74	I would at least triple the investment in transit - not into rail-base modes but into bus routes.	Cliff Lehman	3/29/2014	No specific change proposed.	
75	light rail is a black hole for money, is expensive to run and maintain. Invest in efficient buses that have many more transportation options .Fares and payroll taxes are not enough. Tri-met is poorly run. better roads, the majority of our population gets around via automobile and wants the option to continue to do so on roads that can handle the growth Metro jams down our	Richard Smith	3/29/2014	No specific change proposed.	
76	More money for public transit	Jennifer Cobb	3/29/2014	No specific change proposed.	

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77	Two projects that should be moved to the FC list are #10235 and #10247, and given earlier timeframes for implementation. Both these projects would greatly improve access to alternative modes and reduce VMT and emissions by strengthening close-in neighborhoods. Some projects that could be removed from the RTP include #10216, 11192, 11323, 11361, and 11639. These serve limited purposes and do little to improve the system's efficiency.	Jim Gardner	3/29/2014	No change recommended. This comment has been forwarded to Portland and ODOT.	10235: South Portland Improvements, SW; 10247: Corbett/Hood/Sheridan, SW; Pedestrian and Bike Improvements; 10216: Smart Trips Portland, a city-wide individualized marketing strategy; 11192: Streetcar Planning/ Alternatives Analysis; 11323: Sullivan's Gulch; 11361: Portland Bike Share; 11639: Johns Landing Streetcar
78	Not enough allocated for local auto Max electric rails to connect to major arteries. People need to be able to walk no more than a block to get to a mini-max and then be able to reach a weather safe waiting/connect to next artery mini-max. Local communities like Sherwood have not used the online feed-back and review format; thus the participation rate is too low and too	Kurt Kristensen	3/29/2014	No specific change proposed.	
79	Drop transit 24% and active transportation 11%. That would give us almost twice as much money for roads which is what over 90% of people use.	Travis Camp	3/29/2014	No specific change proposed.	
80	I think there should be more of a transit focus to make transit more accessible, frequent and affordable rather than widening roads that encourages more people to drive rather than take transit. I still agree with improving our streets to meet safety standards. I fully agree with the Active transportation goal and the transit goal.	Nolan Plese	3/29/2014	No specific change proposed.	
81	Bike riders create unsafe driving conditions. They need to have mandatory insurance, they need mandatory seat belts, basically paying for transportation. Too much spent on Active transportation. Walking paths are ok. Bike paths no. The majority of bike riders do not know or follow driving laws. They must pay their way and they must be licensed to ride a bike, that meaning they know the rules of the road. I live on a road that bike riders think they own. Keeping traffic backed up. They seem to think they own the roads.	K D	3/29/2014	No specific change proposed.	
82	Where are Interstate Noise Barriers in the funding? It is essential to the neighborhoods that there be allocations for these. Freight = 4%. Ensure that the safety and integrity of the impacted neighborhoods is of the highest priority. Neighborhood associations should have direct input to facilitate this happening.	Vicki McNamara	3/29/2014	No change recommended. This comment has been forwarded to Portland and ODOT.	
83	I believe that investments used to strengthen the existing dependence on cars and other vehicles that use fossil fuels are being misused and actually dis-incentivizing the move that the future will require: transportation that is fossil fuel free. The analysis and charts used should reflect this. Focus the plan, its presentation on how the plan will help gradually move the region to a fossil fuel free system.	Craig Loftin	3/29/2014	No specific change proposed.	
84	It seems evenly decided among all transportation areas. Keep progressing.	Janet Arndorfer	3/29/2014	No specific change proposed.	

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85	It is disappointing to see 1/4 of our funding going to freeways and only 11% to active transportation; while I appreciate the need to preserve our valuable existing highway assets from deteriorating, there also exists tremendous need for active transportation improvements, which have the potential to be far more cost-effective over the long term, as do systems management and ITS improvements. I'd like to advocate that greater priority be given to several important projects in central northeast Portland. Project 11647 - "I-205 Undercrossing" would connect central-northeast and outer-northeast neighborhoods, and has been a community priority for many years now, and is essential to the successful completion of the "Gateway Green" project. Project 10180 - "Sandy Blvd Multi-Modal Improvements Phase 2" would greatly improve the livability and bikeability of NE Portland neighborhoods consistent with city, regional, and statewide planning goals. Sandy Blvd is diagonal to the street grid and provides direct connection to important destination centers, so this project would greatly improve non-motorized mobility. On a personal level, I would appreciate being able to comfortably cycle this corridor while I'm still young enough to do so, and the current 2024 timeframe doesn't offer much hope in this regard. This project is particularly well paired with Project 10301 - "Sandy Blvd ITS" to improve the movement of transit and freight through the corridor as well, and to offset any minor capacity loss that might potentially result from the multimodal project.	Chase Ballew	3/30/2014	No change recommended. This comment has been forwarded to the City of Portland and ODOT.	11647: 1-205 Undercrossing; 10180: Sandy Blvd., NE (47th - 101st): Multi-modal Improvements, Phase II; 10301: Sandy Blvd., NE (82nd - Burnside): ITS
86	Less funding for throughways and more for active transportation and transit. It may be important to have a system for the MAX like other regional subways that require passengers to have paid tickets or passes in order to use the system. That would be an important transit investment for long-term sustainability and to encourage rider safety.	Evelyn Whitlock	3/31/2014	No specific change proposed.	
87	Active transportation percent is too high and that decrease should be given to transit. To me the allocation to improvements in freeways should always be minimal as a regional government priority. Priorities for consideration are in this order accessibility Sidewalks and safety Economic stability	Marlene Byrne	3/31/2014	No specific change proposed.	
88	Freeways need to move faster as they go through Portland, perhaps by widening them. Bottlenecks throughout the city for automobiles are terrible and need to be improved. Not just widen roads, but widen freeways in the Portland area to reduce the "funnel effect".	Brian Knapp	3/31/2014	No specific change proposed.	
89	I support the 24% investment in transit and 11% in active transportation, and am encouraged to hear that some of the investment for roads and bridges will also benefit active transportation	Fred Dobson	3/31/2014	No specific change proposed.	
90	I'd put more emphasis on Active transportation than throughways since most of them will be changed if Roads and bridges is done properly. Ground transportation such as walking and riding between metro areas and downtown Portland need to be created.	Sue Nelson	3/31/2014	No specific change proposed.	
91	I think it is really great that there is so much focus on active transportation. I wish there was a greater focus of transit improvements related to dedicated bus lanes that would help decrease bus travel times - making transit a more viable and popular option for commuters.	Brandy Steffen	3/31/2014	No specific change proposed.	
92	Transit 30% Active 30% Freight 30% (should include roads, bridges, and throughways) Other 10%. Too much focus on moving people in single occupancy vehicles. In a generation we will be embarrassed to have put so much focus on such an expensive and inefficient mode of	Joseph Edge	3/31/2014	No specific change proposed.	
93	Active transportation and transit is crucial to my lifestyle in Portland, I like seeing them prioritized in the percentages indicated above.	Sarah Larsen	3/31/2014	No specific change proposed.	

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94	Regional bicycle transportation and recreation requires a lined network of off road trails. Implementation will get more people on their bikes both in local communities and in the region. These need to be linked to transit and bikeshare systems need to be in place to provide the last mile link. Work with the Intel project on creating employer based bike share programs for job access. Implementation of these could be tied to freight improvements to encourage intergroup cooperation.	Christopher Achterman	3/31/2014	No specific change proposed.	
95	Still too much focus on EXISTING throughways. They are a legacy of the PAST not the tools for the FUTURE. Focus needs to shift to preservation of PDX Central City from through traffic (I-5 and I-84) and facilitation of industrial expansion for the "traded sector" in east county and Washington county via a NEW WESTSIDE By-PASS and improvements to I-205. We don't need a "new" Interstate Bridge, we need ANOTHER bridge, one in Washington County the Westside Bypass. We need to reduce the role I-5 and I-84 play as routes THRU Portland and make them primarily routes TO downtown and close in Portland.	Mike Warwick	3/31/2014	No change recommended. This comment has been forwarded to Clackamas County, ODOT and TriMet.	10865: I-205/Airport Way interchange; 11305: I-205 operational improvements; 11332: I-205 BRT; 11369: Interstate 205 Southbound Auxiliary Lane; 11370: Interstate 205 Northbound Phase 1 Auxiliary Lane; 11398: I-205 Northbound Auxiliary Lane; 11399: I-205 Northbound Phase 2: Auxiliary Lane Extension; 11497: I-205; 11585: I-205 Southbound and Northbound Abernethy Bridge widening; 11586: I-205 Southbound and Northbound widening
96	Any increase in Active Transportation would be welcomed. Only to increase Active Transportation Funding and implement the low-cost projects sooner, rather than later.	Phil Richman	3/31/2014	No specific change proposed.	
97	a greater percentage of the regional investments should be made in active transportation and transit	Tara Brock	3/31/2014	No specific change proposed.	
98	I don't see much value in the graph on the right because "number" of projects is a highly manipulatable and somewhat meaningless number. I'm very glad to see Active transportation and Transit where they are. I had assumed they were much lower.	Lois Moss	4/1/2014	No specific change proposed.	
99	We continue to put too much investment into roads/bridges and "throughways" at a time auto travel is down. We should focus on repairing existing roads, not building new connections. We should increase funding for transit and active transportation. I hope the Columbia River Crossing is officially removed, given its demise.	Jonathan Poisner	4/1/2014	No change recommended. This comment has been forwarded to ODOT.	10893: Improve I-5/Columbia River bridge, 10902 MAX light rail: Yellow Line: CRC / I-5 North extension
100	I would invest more in Transit	Prisciliano Peralta-	4/1/2014	No specific change proposed.	
101	I'm not a fan of widening roads/new connections - the goal should be to get people OUT of their cars. It would be better to put more money into any other category. Being smarter with growth and with transportation strategy in general would be a better solution.	Patricia Gardner	4/1/2014	No specific change proposed.	
102	I'm not a fan of widening roads/new connections - the goal should be to get people OUT of their cars. It would be better to put more money into any other category. Being smarter with growth and with transportation strategy in general would be a better solution.	Stephanie Whitchurch	4/1/2014	No specific change proposed.	
103	Would like to see more crosswalks and pedestrian safety. Would like to see fewer big trucks on our roads and revival of rail.	Georgeann Courts	4/2/2014	No specific change proposed.	

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104	It's hard to know what % is appropriate, without understanding the cost of individual projects. My main concern is whether the city of Portland, Tri-Met and the counties are all on board, and using the same data. The city of Portland appears to be planning independent of major development in Washington County and Beaverton. Example is the planned Peterkort Development, just outside of Portland, which will be the densest residential/commercial zone in the county. Yet the resulting impact on area roads/transit appears to be managed by Washington County and Beaverton, wholly within their jurisdictions, while Portland's planning maps don't even show the planned development. Same with area 93, 50 acres of new homes planned on land transferred from Multnomah to Washington County - doesn't show up on Portland's planning maps. Therefore, my concern is that the local jurisdictions will continue to plan reactively, and not be guided by Metro's process.	Michael Schoenholtz	4/2/2014	No specific change proposed.	
105	I would like to see much more percent of funding going toward Active Transportation. If active transportation were given equal weight to other modes I'd be in support. I am highly supportive of a bike/pedestrian bridge between Oak Grove and Lake Oswego. Clackamas County did a virtual TSP online and the number of comments in support of that single project outnumbered all other projects on their virtual TSP, yet they removed it from their project list. Please keep this project in the Metro 2014 RTP! It is a very long bike ride to get from Oak Grove/Milwaukie over to Lake Oswego, especially in a safe manner. Thank you for your consideration.	Matt Menely	4/3/2014	No change recommended. This comment has been forwarded to Lake Oswego, and Clackamas County.	10085: Lake Oswego Milwaukie Bike Ped Bridge Over the Willamette River;
106	I would VERY MUCH like to see a pedestrian/bike bridge connecting Lake Oswego and Milwaukie! Please keep this at the forefront of the Active Transportation projects list! Thank	Alicia Hamilton	4/3/2014	No change recommended. This comment has been forwarded to Lake Oswego, and Clackamas County.	10085: Lake Oswego Milwaukie Bike Ped Bridge Over the Willamette River;
107	Active transportation needs to be cut by 75% and added equally divided and added to both the Roads and bridges and Throughways areas. Active transportation needs its own funding source other than revenues from motor traffic including motor vehicle fees, gas taxes and such. Bike users need to pay their own way. Motor vehicles make up the vast majority of user miles in the metro area. If the plan is to reduce emissions how is that being accomplished when vehicles take 45 - 90 minutes to commute when speed limit drive times are 20 to 30 minutes on the same routes. Light Rail is NOT a sustainable transportation alternative, TRIMET is failing miserably at operating the system and it extremely costly to build per mile. An emphasis should be on bus (go to electric powered buses if necessary). The CRC would have been built had it not been for the mandate that light rail be included on it. ALL light rail projects should be halted for any future expansion. All light rail projects should have a mandated public vote with all costs short term and long term compared with other alternatives before any further expansion.	Eldon Lampson	4/3/2014	No specific change proposed.	
108	Bike and transit facilities are nice but most trips will always be by car. If we are serious about mobility for livability and economic development reasons, transportation investment should be in proportion to mode share. The best way to improve bike and transit options is by widening and improving roadways, including freeways. The most important bike facilities are the result of new roads. Examples: reconstruction of the Interstate bridge would include a huge improvement to the bike paths. Construction of I-205 resulted a long and useful bike route.	Tom Lancaster	4/3/2014	No specific change proposed.	
109	Bridges and bike ways. Would like to have a walk and bike bridge from Oak Grove to Lake Oswego over the Willamette River.	Videan Polone	4/3/2014	No change recommended. This comment has been forwarded to Lake Oswego, and Clackamas County.	10085: Lake Oswego Milwaukie Bike Ped Bridge Over the Willamette River;
110	Still, after all these years, far too little investment in active transportation. The first pie chart is the important one -- how much all of these investments cost. The fact that our region is spending more than twice as much just on freeway projects than we are on /all/ active transportation projects in the region combined -- that is a shameful fact for any city, but particularly for one that supposedly prides itself on its pedestrian and bike infrastructure. Funding for transit and freight, on the other hand, look to be at about the levels I would expect.	Linn Davis	4/3/2014	No specific change proposed.	

Attachment 1. 2014 Regional Transportation Plan (RTP) comments received March 21 - April 13 for April MTAC, MPAC and TPAC

#	Comment	Source(s)	Date	Staff Recommendation	Relevant RTP project
111	Nearly 60% of funding is throughways, roads, and bridges. This makes me sick, literally, from pollution, climate change, noise, and "accidents." Increase active transportation funding to 40% and transit to 40% and then spend the rest to make bridges safe and sound. Too much information / not in a presentable form. I'm not going to read your 1200+ line spreadsheet. I want Barbur Blvd turned into a road that supports all users for the safety and livability of SW Portland. Let's start with a lane diet and traffic calming. Then add efficient public transportation from Sherwood to Portland.	Jeff Monaghan	4/4/2014	No change recommended. This comment has been forwarded to Portland, ODOT, and TriMet.	10282: Barbur/Capitol/Huber/Taylor's Ferry, SW: Intersection Improvements; 10283: Barbur Blvd, SW (3rd - Terwilliger): Multi-modal Improvements; 11324: Barbur Bridges; 11351 (related): SW Multnomah Blvd. (Barbur Blvd. to 45th Ave.; 11412 (related): Corridor Safety and Access to Transit: Barbur-99W; 11564: Barbur Demonstration Project 19th Ave. to 26th Ave.; 11571 (related): Barbur/99W Corridor Safety and Access to Transit; 10277 (related): Bertha, SW (B-H Hwy - Barbur): Multi-modal Improvements;
112	We shouldn't be spending any money to expand automobile capacity. The future is in active transportation and transit. I am very interested in seeing a multi-use path built between Oak Grove and Lake Oswego. I and my family would use it often.	David O'Dell	4/4/2014	No change recommended. This comment has been forwarded to Lake Oswego, and Clackamas County.	10085: Lake Oswego Milwaukie Bike Ped Bridge Over the Willamette River;
113	One priority that needs to be made is a pedestrian bridge from Oak Grove to Lake Oswego.	Chris Carter	4/4/2014	No change recommended. This comment has been forwarded to Lake Oswego, and Clackamas County.	10085: Lake Oswego Milwaukie Bike Ped Bridge Over the Willamette River;
114	I am very interested to see a bike/pedestrian bridge over the Willamette river between Lake Oswego and Oak Grove, which would greatly improve access to both areas.	Jonathan Leto	4/4/2014	No change recommended. This comment has been forwarded to Lake Oswego, and Clackamas County.	10085: Lake Oswego Milwaukie Bike Ped Bridge Over the Willamette River;
115	We could greatly reduce the % for resurfacing freeways if we could BAN STUDDERED TIRES like Wisconsin, Minnesota and numerous other states have. I'm glad that there is more focus on active transportation, but we need to act even more urgently on the 2014 IPCC report. and get more people out of their cars. Vehicle drivers must be made aware of the true costs of upkeep of their behavior. They need to stop the \$44 million/year in damage they do to our roads, not to mention our lungs. They need to pay for parking on all streets and all parking lots throughout the region--not just in the core area. They need to pay for the damage that streets do to streams, rivers and other wildlife habitat.	Mary Vogel	4/7/2014	No specific change proposed.	
116	More money for Active Transportation. Include near term development of Sullivan's Gulch for per/bike use. Must consider homeless and transient use that occupies the area now.	John Frewing	4/7/2014	No change recommended. This comment has been forwarded to Portland.	11323: Sullivan's Gulch;
117	Reduce Roads & Bridges to 30%; add that 2% to Freight; reduce Throughways by 2 %, add that 2 % to Other. Recommend that each of the six project categories include a cost-benefit expectation tied to it; one that includes incremental carbon reductions; also that includes health/well being effects of active transportation projects. It would be great to have access to data-related out comes from previous projects.	Edward Miller	4/7/2014	No specific change proposed.	
118	active transportation funding seems to reflect the current percentage of active transportation users. if metro wants to increase that number (which I think was the goal of the 2035 plan), it should be a larger number. More bridges, like between Lake Oswego and Oak Grove, and over the 405 in NW Portland. More trails like Sullivan's Gulch and the Red Electric Trail. More bike lanes EVERYWHERE.	Gretchin Lair	4/8/2014	No change recommended. This comment has been forwarded to Lake Oswego, and Clackamas County.	10085: Lake Oswego Milwaukie Bike Ped Bridge Over the Willamette River; No found projects for "Over the 405 in NW Portland; approximately 50 trail projects listed in RTP

Attachment 1. 2014 Regional Transportation Plan (RTP) comments received March 21 - April 13 for April MTAC, MPAC and TPAC

#	Comment	Source(s)	Date	Staff Recommendation	Relevant RTP project
119	The reason we have road expenditure problems is that your taking gas taxes supposed to be spent on roads and spending the on light rail, (a system that was voted down 3 times), and other projects, (bike boxes) and pers (Trimet benefits packages) that don't help the folks paying the tax. At some point citizens will have to address the prevailing wage problem for public projects. It's helping kill future budgets.	Mike Stevens	4/9/2014	No specific change proposed.	
120	Infrastructure definitely needs some attention and - in order to avoid as much repair work in the future - the more we can encourage people out of their single-passenger vehicles and onto buses and trains the better.	Leslie Doering	4/9/2014	No specific change proposed.	
121	more money sent on sidewalks and crosswalks	Pamela Rodgers	4/9/2014	No specific change proposed.	
122	Better bus service, especially on the west side. MAX would be an improvement.	John Baldridge	4/9/2014	No change recommended. This comment has been forwarded to TriMet.	11042: Bus priority treatment; 11230: Frequent Service Bus Capital Improvements - Phase 1; 11333: Local and Regional Bus Improvements
123	I love the transit system. I use it every day for work. My transit pass is subsidized though. At \$5 for a round trip, if it was not I would be driving my Chevrolet volt back and forth to my office. Having been on 82nd street on the weekend, there has not been enough money effort put towards road improvements for Portland.	Darik Dvorshak	4/9/2014	No change recommended. This comment has been forwarded to Portland, Clackamas County, and ODOT.	10014: 82nd Ave. Multi-Modal Improvements; 10018: 82nd Ave. Blvd. Design Improvements; 10291: 82nd Ave., SE (Schiller - City Limits), SE: Street Improvements;
124	I think that active transportation and transit are especially important to creating a safe, vibrant, healthy population, and I think that funding and project numbers should reflect that. I hope that as much is done as possible to bring active transportation and transit out to the suburbs! It can be really hard and scary to get around out here when you don't have a car.	Karen Smith	4/9/2014	No specific change proposed.	
125	I'd like to see more equity between "Transit" and "Roads and Bridges". Obviously our highway/Bridge system nationwide is in trouble, but we can not forget that mass transit needs are just as important, but also ca not dominate focus. Both issues need to be equal, as they will need each other to be in balance.	Mark Nunnenkamp	4/9/2014	No specific change proposed.	
126	We are not providing financial support to maintain our roads, highways and bridges. We do not have enough funds to stretch this limited resource to cover transit, bikeways and active transportation options. Transportation planning and funding needs to spend 95% of the funds on roads and bridges that provide car and truck transportation. 35% for active and transit forms of transportation is far too much to spend on these.	Don Wolsborn	4/9/2014	No specific change proposed.	
127	I love public transportation. I pray that the NEAR future involves better access (walking path, a route for 209th Ave and other areas that have been left behind) for unincorporated Washington County. My huge concern is safety for pedestrians; especially along SW Kinnaman, SW 209th and SW 198th. I'm always concerned for not just my and my daughter's safety but for other students, and pedestrians. And night time is an even greater concern.	Gayleen Guyton	4/9/2014	No change recommended. This comment has been forwarded to Hillsboro, Washington County and ODOT.	10553: 209th Improvements; 11136: TV Hwy/209th Intersection; 10593: Kinnaman Rd. Improvements; 11272: Kinnaman Rd. Extension; 10586: 197th/198th Ave. Improvements; 11386: 198th Ave; 11390: TV Hwy/198th Intersection; 11448: 198th Ave. Improvements - South

Attachment 1. 2014 Regional Transportation Plan (RTP) comments received March 21 - April 13 for April MTAC, MPAC and TPAC

#	Comment	Source(s)	Date	Staff Recommendation	Relevant RTP project
128	I am generally supportive of the use of trains to move freight. I think it's a good way to get trucks off the road - this is an approach that I support. The train system in Portland creates problems for non-traditional commuters like me and my family. I don't know that it requires a change in funding to address this, but some time should be spent looking at ways to help commuter trains run on a schedule and to help prevent the kind of traffic backups that happen every day at the tail end of rush hour traffic in SE Portland. I am excited to see that the Active Transportation percent of total budget is so high and that the number of projects falling into that category are so numerous. I don't know that we can ever completely remove our dependence on automobiles for getting around, but the degree to which we can make it safe to walk, bike and use other active modes of transportation will determine the growth of that mode of transport. Also, if smaller businesses that enhance livability (like groceries and shops and service providers) can be encouraged to open in neighborhoods that will increase viability of Active Transportation.	Leah Witte	4/9/2014	No specific change proposed.	
129	More than half of the total funding goes to freeways, roads and bridges - we should reduce this and increase the share going toward transit and active transportation needs. I would also like to see more small transportation projects getting funding - perhaps targeted upgrades to the TriMet frequent network of buses with queue jumps, some exclusive lanes, or better pedestrian access at strategic points.	Matthew Nelson	4/9/2014	No change recommended. This comment has been forwarded to TriMet.	11042: Bus priority treatment; 11230: Frequent Service Bus Capital Improvements - Phase 1
130	Increasing public transportation and adding Max rails.	Becca Dike	4/9/2014	No specific change proposed.	
131	Transit to 33% Minimum. 10% or more on union accountability legal fees.	Gary Stanfield	4/9/2014	No specific change proposed.	
132	Slightly less should be spent on throughways and roads and bridges and slightly more should be spent on transit; a better transit system will reduce the need for those other areas, while also improving livability and options for lower income citizens. The ATP contains virtually no mention of an aging population, except for a tiny mention on 2-37 and 2-38. This is a crucial component to consider in the ATP, and more thought should be given to how access can be improved for the aged in our community.	Sean Carey	4/10/2014	No specific change proposed.	
133	More on core of transit system: some 24 x 7 x 365 N-S, E-W trains, new bridge Vancouver <-> Pdx; maintain but do not expand existing roads and bike paths. More on core of transit system: some 24 x 7 x 365 N-S, E-W trains, new bridge Vancouver <-> Pdx; maintain but do not expand existing roads and bike paths.	Werneken	4/10/2014	No change recommended. This comment has been forwarded to ODOT and TriMet.	10893: Improve I-5/Columbia River bridge; 10902 MAX light rail: Yellow Line: CRC / I-5 North extension; 11230: Frequent Service Bus Capital Improvements - Phase 1; 11331: Frequent Service Bus Capital Improvements - Phase 2; 11333: Local and Regional Bus Improvements;
134	As a tax payer that exclusively uses Trimet as my only form of transportation, I will always be in favor of more funding and projects that better benefit me.	Christopher Anderson	4/10/2014	No specific change proposed.	
135	I believe there needs to be more focus on Transit: rapid, light rail, BRT, and otherwise.	Jonathan Nagar	4/10/2014	No specific change proposed.	

Attachment 1. 2014 Regional Transportation Plan (RTP) comments received March 21 - April 13 for April MTAC, MPAC and TPAC

#	Comment	Source(s)	Date	Staff Recommendation	Relevant RTP project
136	Need to get to work on time! After 25 years with the same company and driving to work and getting there on time for 23 of those 25 yrs. THIS YEAR I HAVE BEEN LATE 5 TO 6 TIMES THANKS TO MAX. They fire people for less! I would like to keep my job. I leave an hour and a half early to only go maybe 4 miles. I'm not very impressed with Max one of the drivers that gets on 197th to start his shift always slams his door as hard as he can every day I can count on it. Please add a few lines out here in NE. Like a Gleason line that goes to 257th or so....perhaps a few lines running north and south a few more buzzes running on 181 st. Gresham and Rockwood is growing. I would love to live on Gleason st if I did not have to walk to work from wherever as it is now I have to choose a place to live on my bus rout which is limited.	Candise Coffman	4/10/2014	No change recommended. This comment has been forwarded to Gresham and TriMet.	11230: Frequent Service Bus Capital Improvements - Phase 1; 11331: Frequent Service Bus Capital Improvements - Phase 2; 11333: Local and Regional Bus Improvements; 10441: Gresham RC Ped and Ped to Max; 10445: Rockwood TC Ped and Ped to Max; 188th LRT Stations and Ped to Max
137	Always more for mass transit and less for highways and parking lots.	S. Theo Burke	4/10/2014	No specific change proposed.	
138	Greater investment in public transportation infrastructure, maintenance and expansion.	Jeanne Quan	4/10/2014	No specific change proposed.	
139	lower fares, more service	Rob Powell	4/10/2014	No specific change proposed.	
140	Transit and active transportation should be the focus of future investments. We need a well connected system of bike boulevards and protected bikeways to encourage more cycling.	Trey Cundall	4/10/2014	No specific change proposed.	
141	I would be more willing to support Throughways, Transit, and Active Transportation, over Roads and bridges. The first graph looks about like the right amount to spend on each facet. I am highly in favor of the plan. There is no need for me to use my car for most of my travel across the city, yet, our investments in active transportation and mass transit are far below what the need to be currently, and I tend to still use it. Highway 30 could well use an updating on it's biking facilities through the city, as could Bridge avenue and the St John's bridge for pedestrians and bicycles. While important to freight interests, these roads can very well accommodate all users in a safe manner.	Chadwick Ferguson	4/10/2014	No change recommended. This comment has been forwarded to Portland and ODOT.	
142	I support active transportation improvements and focus, and also realize we need to have ongoing maintenance for roads and bridges.	Steve Boughton	4/11/2014	No specific change proposed.	
143	I was looking at your 2014 RTP with updates. Has anyone considered converting the old trolley line from Lake Oswego to Johns Landing to a rails-to-trails corridor? This would open up a wonderful trail for walkers and bike riders. I know that this was considered for a streetcar extension, but most mass transportation supporters were stunned by the projected cost (500 mil). No streetcar can beat the current speed and convenience of the existing bus service.. Highway 43 (from Lake Oswego to Johns Landing) is not a "high capacity" transportation corridor. It has limited, time-specific commuter traffic. I drive to the east-side to hike and enjoy the Springwater Corridor. I have also walked the Milwaukie Trolley Trail. Both of these trails always have walkers and bike riders. It gives the area an incredible vibrancy, and it actually builds a bond between the users of an appreciation for the outdoors. It would be incredible to have our own west-side corridor. To be able to walk or ride a bike safely into Portland would be wonderful. So pluses for the rails-to-trails are safety for bike riders and walkers, fighting obesity, decreasing pollution, and low cost to develop.	Cathy Smith	4/2/2014	No change recommended. This comment has been forwarded to Portland, Lake Oswego, West Linn, and ODOT	Johns Landing to Lake Oswego Trail corridor - no projects; 1639 (related): Johns Landing Streetcar; HIGHWAY 43 - 10127: Hwy. 43 Improvements; 11172: Hwy 43 (State St) Bike Lanes; 11181: OR 43 Sellwood Bridge Interchange; 11398: Hwy 43 Pathway: LO to West Linn;

Attachment 1. 2014 Regional Transportation Plan (RTP) comments received March 21 - April 13 for April MTAC, MPAC and TPAC

#	Comment	Source(s)	Date	Staff Recommendation	Relevant RTP project
144	the max line should connect through southeast into downtown. Instead of a rail terminus, create a rail loop that connects all of Portland. the max line should connect through southeast into downtown. Instead of a rail terminus, create a rail loop that connects all of Portland.	Jacob Baez	4/11/2014	No change recommended. This comment has been forwarded to Portland, ODOT, and TriMet.	10902: MAX light rail: South Corridor Phase 2: Portland to Milwaukie; 11198: Portland-Milwaukie Light Rail Active Transportation Enhancements Project;
145	In Figure 2.10 (Regional transit network map), show the following routes as "future HCT": I-205, TV Hwy, Amberglen, Powell/Division since these corridors have not yet gone through a planning process resulting in a locally preferred alternative (LPA). Currently I-205, TV Hwy and Powell/Division are shown as "on-street BRT".	Metro Staff	4/9/2014	Change as requested	
146	Revise project #11332 title as follows: " <u>High Capacity Transit Capital Construction: I-205 BRT</u> " to be consistent with project description which does not identify a specific mode. This corridor has not yet gone through a planning process resulting in a locally preferred alternative (LPA). Change typo in project cost as follows: \$150,000,000	Trimet Staff	4/9/2014	Change as requested	11332 - High Capacity Transit Capital Construction: I-205
147	Add text box reminding the reader the definition of the Federal RTP" and "State RTP" right before Tables 3.6, 3.7, 3.8 which describe project list composition (provide similar info to what's provided in beginning of chapter on p.3-13, 3-14, 3-19.	Metro Councilor Harrington	3/25/2014	Change as requested	

DRAFT

MPAC Worksheet

Agenda Item Title 2015 regional growth management decision: Comparison of past regional population and employment forecasts with actual growth

Presenter: Ted Reid, Senior Regional Planner, Metro
Dr. Tom Potiowsky, Director, PSU NW Economic Research Center

Contact for this worksheet/presentation: Ted Reid, 503-797-1768, ted.reid@oregonmetro.gov

Council Liaison Sponsor: none

Purpose of this item (check no more than 2):

Information
Update
Discussion
Action

MPAC Target Meeting Date: April 23, 2014

Amount of time needed for:

Presentation
Discussion

Purpose/Objective:

MPAC understands the forecast peer review process, high-level forecast results, and how the forecast informs the 2015 growth management decision.

Action Requested/Outcome:

No action requested at this time.

Outcome: MPAC understands the forecast peer review process, draft forecast results, and how the forecast will inform the 2015 growth management decision.

Background and context:

Metro is required by statute to periodically produce a coordinated regional population and employment forecast that can be used for purposes such as evaluating the adequacy of the growth capacity of the urban growth boundary, developing a Regional Transportation Plan, and as a basis for local jurisdictions' updates of their comprehensive plans. To meet these purposes, Metro has recently begun developing an updated regional range forecast for the years 2035 and 2040. The forecast for the year 2035 will inform the Council's growth management decision that it will make by the end of 2015 and the 2040 forecast will inform the Council's 2018 adoption of an updated Regional Transportation Plan. MPAC will have a role in making recommendations to the Metro Council on policy matters informed by the forecast.

What has changed since MPAC last considered this issue/item?

Staff has brought the topic of the regional forecast to MPAC on two recent occasions. On January 8, 2014, the topic was recent economic conditions and how they influence the outlook for the forecast. On February 12, 2014, staff described the accuracy of past regional forecasts.

Metro has convened a forecast advisory panel, consisting of economists and demographers, charged with providing staff with expert advice on the forecast's assumptions, results, and describing some of the scenarios that could lead to high or low growth within the range. The group held its second and final meeting on February 7, 2014. At MPAC's April 23 meeting, staff and the chair of the advisory panel (Dr. Tom Potiowsky) will describe the panel's recommendations and the preliminary range forecast. The Metro Council also discussed these topics at a March 18, 2014 work session.

What packet material do you plan to include?

None

What is the schedule for future consideration of item?

July 2014

Draft 2014 Urban Growth Report, which will incorporate the range forecast

Summer 2014

Results of residential preference survey

Fall 2014

MPAC formal recommendation to Council:

Does the Urban Growth Report provide the Council with a reasonable basis for the growth management decision that it will make in 2015?

Policy considerations (for MPAC and Council):

- Population and employment growth trends and possible implications for future
- Dealing with uncertainty through adaptive growth management
- Possibilities for urban reserve concept plans

December 2014

Council consideration of final 2014 Urban Growth Report as basis for its 2015 growth management decision (using range forecast)

Summer 2015

MPAC discussion of Council's potential growth management options and risks and opportunities of planning for different points in the range forecast

September 2015

Release of Chief Operating Officer recommendation on growth management decision, including point in range forecast for which to plan.

Fall 2015

MPAC formal recommendation to Council:

- Using the approved 2014 Urban Growth Report as a basis, how much housing and employment growth should the Council plan on inside the UGB?
- What measures should the Council adopt to address growth capacity needs (if any)?

Policy considerations (for MPAC and Council):

- What are the risks and opportunities of planning for higher or lower population and employment growth rates?
- How can the region best prepare for future housing needs and employment growth?

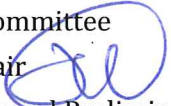
December 2015

Council makes growth management decision, including choosing point in range forecast for which to plan.

Materials following this page were distributed at the meeting.



Metro | Memo

Date: Tuesday, April 22, 2013
To: Metro Policy Advisory Committee
From: John Williams, MTAC Chair 
Subject: MTAC Motion to Recommend Preliminary Approval of Draft RTP for the Purpose of Air Quality Analysis


The Metro Technical Advisory Committee met April 16, 2014 and considered the 2014 Regional Transportation Plan for the purpose of air quality conformity analysis. The Committee moved and seconded a motion to recommend "to MPAC tentative approval of the 2014 RTP for the purpose of air quality conformity analysis." Two MTAC members abstained from the vote. The rest of the members voted aye. The vote was unanimous and the motion passed.

If you have any questions or comments, please do not hesitate to contact me.

Thank you.



Metro | Memo

Date: Wednesday, April 16, 2014
To: Metro Policy Advisory Committee
From: John Williams, MTAC Chair 
Subject: MTAC Motion to Approve Ordinance No. 14-1329

The Metro Technical Advisory Committee met on April 2 and considered Ordinance No. 14-1329. The Committee moved and seconded a motion to recommend Ordinance No. 14-1329, For the Purpose of Amending Title 4 of the Urban Growth Management Functional Plan Regarding the Establishment of Trails and Associated Facilities in Regionally Significant Industrial Areas. The vote on the motion was unanimous and the motion passed to recommend the ordinance to MPAC.

If you have any questions or comments, please do not hesitate to contact me.

Thank you.

2015 regional urban growth management decision:

Draft regional population and employment
forecast

MPAC

April 23, 2014

Urban Growth Report topic at MPAC

- 9-11-13: Overview of work program
- 1-8-14: Recent economic conditions
- 2-12-14: Accuracy of past Metro forecasts
- Today: Draft 2035 growth forecast**
- 7-23-14: Overview of draft Urban Growth Report
- 9-10-14: Results of residential preference study
- 10-8-14: Housing needs analysis
- 10-22-14: Employment capacity needs analysis
- 11-12-14: Recommendation to Council

How the Urban Growth Report uses the forecast

- Estimates how much of the 7-county population and employment growth forecast may occur in the Metro UGB
- Translates forecasted population growth into households and then dwelling unit need
- Translates employment growth forecast into acreage demand by category (commercial, industrial, large industrial sites)

Metro Regional Forecast Advisory Panel

Advisory board members have professional backgrounds in economics, demographics or a closely related field:

Dr. Tom Potiowsky, Chair (Director, Northwest Economic Research Center, PSU)

Dr. Jennifer Allen (Director, Institute for Sustainable Solutions, PSU)

Jerry Johnson, (Principal, Johnson Economics)

Dr. Jason Jurjevich (Assistant Director of the Population Research Center, PSU)

Dave Lenar (Business Operations Analyst, NW Natural)

Dr. Randall Pozdena (Managing Director, Senior Economist, ECONorthwest)

Steve Storm (Program Manager of Economic Research and Financial Analysis, NW Natural)

Dennis Yee (Chief Economist, Metro)

Metro Regional Forecast Advisory Panel

The Metro Regional Forecast Advisory Panel met two times over a three month period to review the methodology and outputs of Metro's forecast. Each of these meetings had specific objectives.

Objectives of the first meeting on December 13, 2013:

- “Panel members have a shared understanding of their group charge”
- “Metro staff have the benefit of the panel's advice on the input assumptions that should be incorporated into the upcoming regional population, employment, and household forecast”

Objectives of the second meeting on February 19, 2014:

- “Review the preliminary results of the regional population, employment, and household forecast”
- “Review the proposed probabilistic approach to establishing the range forecast”
- “Describe possible scenarios that could lead to high or low growth within the range forecast”

Factors Impacting Input Assumptions for Metro Forecast Model

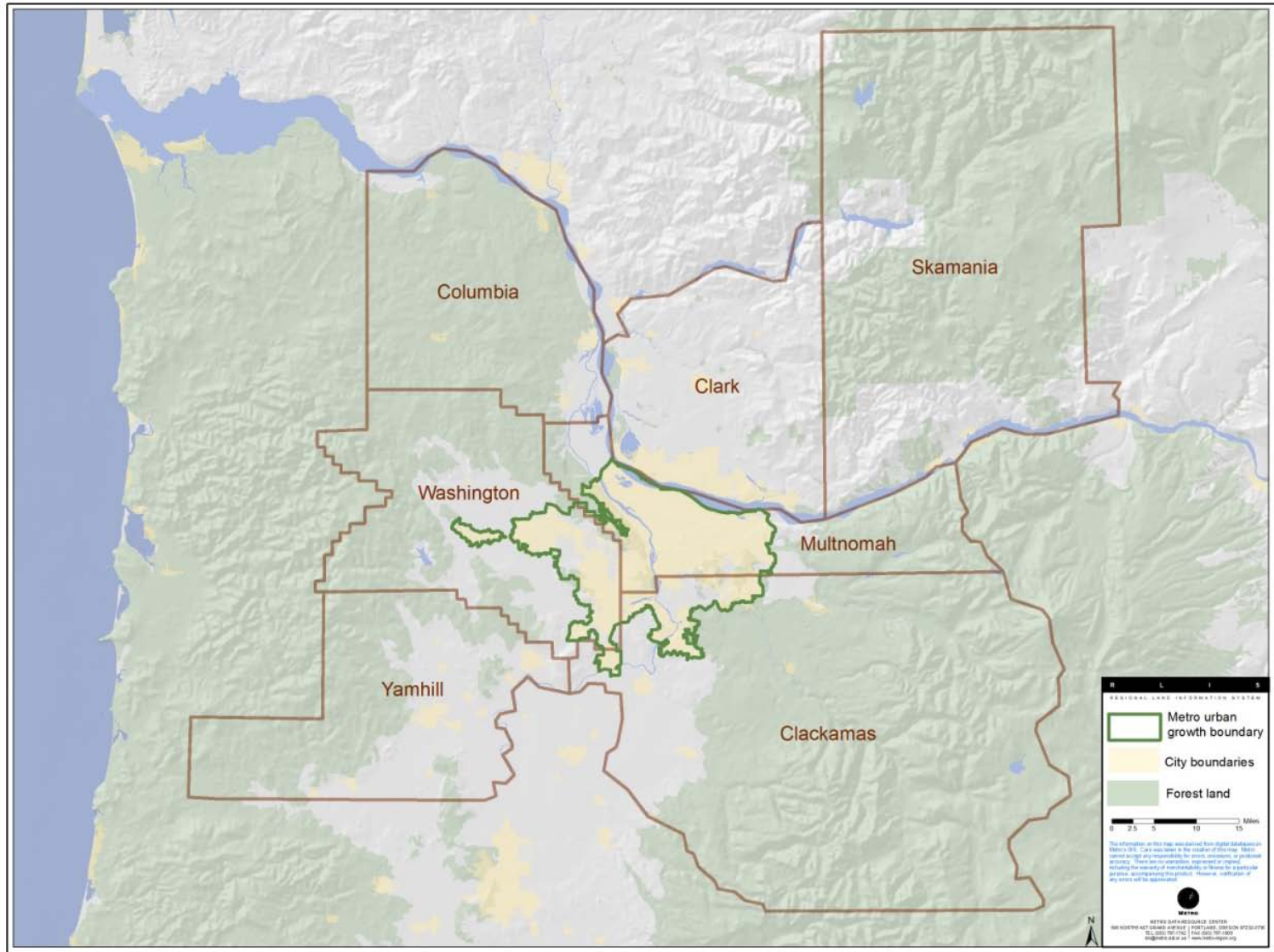
National and State Trends:

- Job Polarization
- Declining Fertility Rates
- Global Trade and Other Macroeconomic Effects
- Shifts in Housing Starts
- Shifting Live/Work Decisions

Discussion of Preliminary Forecast

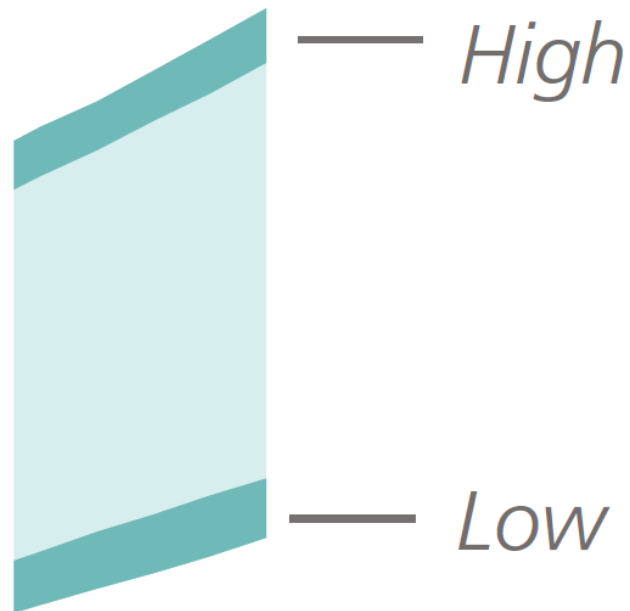
- Death Trends a Bit High
- Stability of Migration Data
- Shifting Single Family/Multifamily Builds
- Older Resident Trends
- Declining Population Growth Rate (though preliminary population growth rate is too low)
- Given Uncertainty, Range Forecast Recommended (Treat Death and Birth rates differently)
- Employment Growth Rates Trends near Population Growth Rates

7-county forecast geography



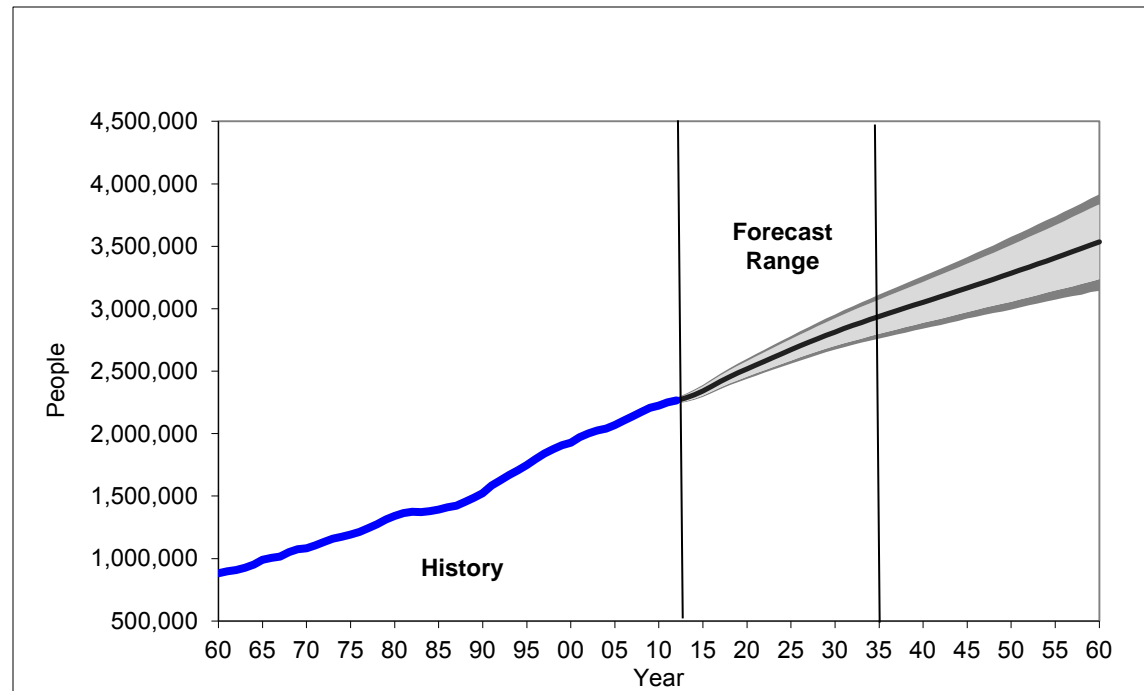
What the range means

Forecast range probability
90 percent probability



Draft population range forecast (7-county PMSA)

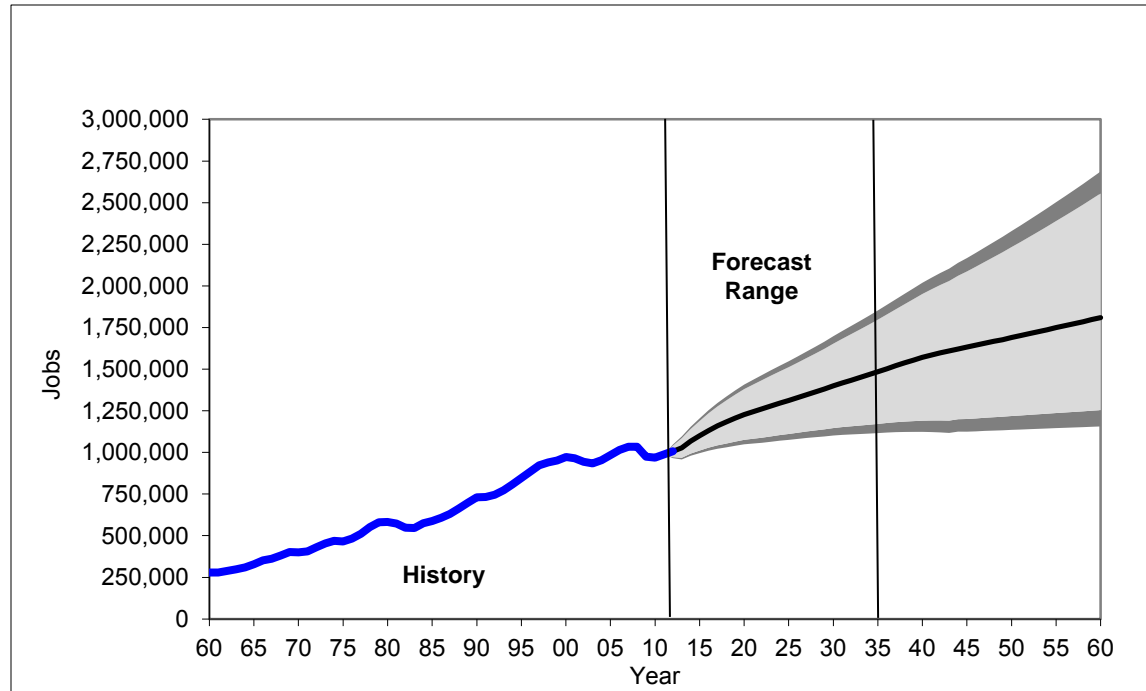
Not all of this growth will be in the Metro urban growth boundary



- Baseline forecast is for a 25% increase (600,000 people) over the next 20 years (equivalent to adding the current population of City of Portland to the 7-county area)
- Range of 470,000 to 725,000 new residents between 2015 and 2035.

Draft employment range forecast (7-county PMSA)

Not all of this growth will be in the Metro urban growth boundary



- Baseline forecast is for a 35% increase in the number of jobs between 2015 and 2035 (384,500 new jobs)
- Range of 121,000 to 650,000 new jobs between 2015 and 2035

Overarching policy considerations for choosing a point forecast in the 2015 growth management decision

- What if we plan for low growth and high growth occurs?
- What if we plan for high growth and low growth occurs?
- Who will realize benefits and who will realize burdens of getting it wrong in either direction?
- What is the best course of action, knowing that we will update the forecast in six years?

Possible Scenarios to Push Outside the Forecast Range

- Climate Change
- Declining Mobility
- The Rise of “New Portlands”
- Changes in Policy
- International and National