

# Metro | Agenda

Meeting: Joint Policy Advisory Committee on Transportation (JPACT)  
Date: Thursday, May 8, 2014  
Time: 7:30 to 9 a.m.  
Place: Metro Regional Center, Council Chamber

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<b>7:30 AM</b>	<b>1.</b>	<b>CALL TO ORDER, DECLARATION OF A QUORUM &amp; INTRODUCTIONS</b>	<b>Craig Dirksen, Chair</b>
<b>7:35 AM</b>	<b>2.</b>	<b>CITIZEN COMMUNICATIONS ON JPACT ITEMS</b>	
<b>7:40 AM</b>	<b>3.</b>	<b>UPDATES FROM THE CHAIR &amp; COMMITTEE MEMBERS</b> <ul style="list-style-type: none"><li>· ACT Task Force</li><li>· E.P.A. Letter Regarding Air Quality Conformity</li><li>· ConnectOregon V</li></ul>	<b>Craig Dirksen, Chair</b>
<b>7:45 AM</b>	<b>4. *</b>	<b>CONSIDERATION OF THE MINUTES FOR APRIL 10, 2014</b>	<b>Craig Dirksen, Chair</b>
<b>7:50 AM</b> (20 Min)	<b>5. *</b>	2014 Regional Transportation Plan (RTP): Accept Project List for Purpose of Air Quality Conformity Determination - <u>ACTION</u>	<b>John Mermin</b>
<b>8:10 AM</b> (15 Min)	<b>6. *</b>	Metropolitan Planning Area Boundary Update: Recommend Adoption to Metro Council - <u>ACTION</u>	<b>Ted Leybold</b> <b>CJ Doxsee</b>
<b>8:25 AM</b> (15 Min)	<b>7. *</b>	Climate Smart Communities Scenarios: Receive Public Engagement Reports and April 11 Straw Poll Results - <u>INFORMATION/DISCUSSION</u>	<b>Kim Ellis</b>
<b>8:40 AM</b> (20 Min)	<b>8. *</b>	Regional Travel Options Evaluation Report- <u>INFORMATION/DISCUSSION</u>	<b>Dan Kaempff</b>
<b>9 AM</b>	<b>9.</b>	<b>ADJOURN</b>	<b>Craig Dirksen, Chair</b>

**Upcoming JPACT meetings:**

- **May 30** – Joint JPACT/MPAC Meeting
- **June 12** – JPACT Meeting
- **July 10** – JPACT Meeting

*Continued on back...*

\* Material available electronically.

\*\* Material will be distributed in advance of the meeting.

*For agenda and schedule information, call 503-797-1700. To check on closure or cancellations during inclement weather please call 503-797-1700.*

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2014 JPACT Work Program

5/2/2014

May 8, 2014

- Preliminary approval of the 2014 Regional Transportation Plan pending air quality conformity determination and public comment period – Action
- Metropolitan Planning Area Boundary Update – Action
- Regional Travel Options Program Evaluation Grant Allocation Process – Information
- Climate Smart Communities Scenarios: Preview of draft public engagement report and emerging ideas for draft preferred approach – Information/discussion

FYI: Friday, May 30, Joint MPAC/JPACT Meeting  
*Climate Smart Communities Scenarios Project: Approval of draft preferred approach, subject to final evaluation and public review (Step 5) – Recommendation to the Metro Council*

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

June 12, 2014

- Climate Smart Communities Scenarios Project – Discuss findings and recommendations from Health Impact Assessment – Oregon Health Authority - Information/Discussion
- Southwest Corridor Steering Committee Recommendation to move forward into Draft Environmental Impact Statement (DEIS) ACTION: Recommendation to Council (20 Minutes) (Staff Presenter: Malu Wilkinson) (Added 4/7)
- Transportation for America (Andy Cotugno)

FYI: Public comment period on Air Quality Conformity Analysis and the Title VI Environmental Justice Analysis for the draft 2014 Regional Transportation Plan and the 2015-18 MTIP, May 16 – June 15

<p><b><u>July 10, 2014</u></b></p> <ul style="list-style-type: none"> <li>• 2014 RTP and 2015-2018 MTIP Environmental Justice and Title VI Assessment – Action: request for approval (<b>First on the Agenda</b>)</li> <li>• 2014 RTP and 2015-2018 MTIP Air Quality Conformity Determination – Action: request for approval (?) (<b>Second on the Agenda</b>)</li> <li>• Approval of Active Transportation Plan – Action Requested: Adoption of Resolution</li> <li>• Adopt the 2014 Regional Transportation Plan – Action</li> <li>• 2015-18 Metropolitan Transportation Improvement Program – Action</li> <li>• 2015 Transportation Funding Package (Randy Tucker)</li> </ul> <p>FYI: National Assoc. of Counties (NACo) Annual Conference, New Orleans, LA, July 11-14</p>	<p><b><u>August 14, 2014</u></b></p> <ul style="list-style-type: none"> <li>• Climate Smart Communities Scenarios Project: Discuss draft Regional Framework Plan amendments and near-term implementation recommendations (Step 6)– Information/Discussion</li> <li>• Streetcar Evaluation Model: Discuss preliminary results of FTA funded research project focused on developing tools to better understand economic impacts of streetcar investments – Seek JPACT input on next steps in work program</li> </ul>
<p><b><u>September 11, 2014</u></b></p> <ul style="list-style-type: none"> <li>• Climate Smart Communities Scenarios Project: Discuss evaluation results and public review draft preferred approach (Step 7) – Information/Discussion</li> </ul> <p>FYI: A 45-day comment period is planned from Sept. 5 to Oct. 20, 2014 on the public review draft preferred approach.</p> <p>FYI: 2014 Rail-Volution, Minneapolis, MN, September 21 – 24</p>	<p><b><u>October 9, 2014</u></b></p> <ul style="list-style-type: none"> <li>• 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</li> </ul>
<p><b><u>November 13, 2014</u></b></p> <ul style="list-style-type: none"> <li>• Climate Smart Communities Scenarios Project: Adoption of the preferred approach (Step 8) – Recommendation to the Metro Council requested</li> </ul> <p>FYI: National League of Cities Congress of Cities and Exposition, Austin, TX, November 18 - 22</p>	<p><b><u>December 11, 2014</u></b></p>

**Parking Lot:**

- Regional Indicators briefing
- Presentation by the Oregon Trucking Association
- Oregon Resiliency Plan





JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION  
April 10, 2014  
Metro Regional Center, Council Chamber

MEMBERS PRESENT

Carlotta Collette 3<sup>rd</sup> Vice Chair  
Craig Dirksen, Chair  
Shirley Craddick 2<sup>nd</sup> Vice Chair  
Nina DeConcini  
Denny Doyle  
Donna Jordan  
Neil McFarlane  
Diane McKeel  
Steve Novick  
Roy Rogers  
Paul Savas  
Jason Tell  
Don Wagner

AFFILIATION

Metro Council  
Metro Council  
Metro Council  
Oregon Department of Environmental Quality  
City of Beaverton, representing Cities of Washington County  
City of Lake Oswego, representing Cities of Clackamas Co.  
TriMet  
Multnomah County  
City of Portland  
Washington County  
Clackamas County  
Oregon Department of Transportation  
Washington State Department of Transportation

MEMBERS EXCUSED

Shane Bemis  
Jack Burkman  
Paul Savas  
Steve Stuart  
Bill Wyatt

AFFILIATION

City of Gresham, representing Cities of Multnomah Co.  
City of Vancouver  
Clackamas County  
Clark County  
Port of Portland

ALTERNATES PRESENT

John Ludlow  
Lisa Barton Mullins  
Matt Ransom

AFFILIATION

Clackamas County  
City of Fairview, representing Cities of Multnomah Co.  
City of Vancouver

STAFF: Martha Bennett, Troy Rayburn, Jessica Rojas, Andy Cotugno, Kim Ellis, Tom Kloster, Ted Leybold, Grace Cho and Chris Meyers.

**1. CALL TO ORDER, DECLARATION OF A QUORUM & INTRODUCTIONS**

Chair Dirksen declared a quorum and called the meeting to order at 7:34 a.m.

## **2. CITIZEN COMMUNICATIONS ON JPACT ITEMS**

There were none.

## **3. UPDATES FROM THE CHAIR & COMMITTEE MEMBERS**

Martha Bennett, COO of Metro, introduced Elissa Gertler as Metro's new Planning and Development Director. Ms. Gertler previously served as Deputy Director of Metro's Planning and Development department overseeing Metro's corridor plans such as the Southwest Corridor Plan and the Powell Division Corridor Plan. Prior to joining Metro, Ms. Gertler served as the Public Affairs Director for Clackamas County and worked in community development, economic development and community relations with the Portland Development Commission.

Chair Craig Dirksen invited members to participate in the upcoming Diversity Action Plan Demographic Survey. In 2012 Metro developed a Diversity Action Plan in reflection of the growing diversity of the region. In efforts to better serve the region's communities and encourage diverse participation on decision-making bodies, Metro is asking members of all Metro advisory committees to complete a brief, anonymous demographic survey. Member participation will create an understanding of who is currently serving on Metro committees as a first step toward a goal of ensuring that committees represent the diversity of the region. An email invitation will be sent to members to complete a 5-minute, voluntary and anonymous online survey.

Chair Dirksen discussed preliminary issues regarding Transportation Funding in the 2015 Legislative Session and referred members to a summary of issues raised during ongoing conversations, included in the packet. Chair Dirksen encouraged members to think through their thoughts regarding interest by JPACT to develop a regional position on a coordinated transportation package.

Chair Dirksen informed members that the 2014 RTP was recently updated and is scheduled for adoption in July. Councilor Bob Stacey has circulated a proposal to amend the 2014 RTP with regards to the Columbia River Crossing and its current phase. Metro Council has discussed the proposal at work session and provided edits. Councilor Dirksen shared the revised proposal with JPACT for consideration and referred members to Andy Cotugno as a resource for questions. Councilor Dirksen informed members of the upcoming bi-state coordinating committee meeting on May 1, 2014 and the updated RTP could be a topic.

Member comments and questions included:

- Members inquired where the suggested wording originated in the RTP and asked clarifying questions as to whether there was a vote.
- Denny Doyle mentioned taking this back to his respective groups before providing approval or suggestions.

Chair Dirksen confirmed that there was not a vote, as the introduction of this item is for members to take back to their communities to gather feedback for future consideration.

Kim Ellis provided an update on the release of the Oregon Health Authority Community Climate Choices Health Impact Assessment. Ms. Ellis distributed the report and executive summary to members outlining the expected health impacts due to the Climate Smart Communities Project. Ms.

Ellis informed members that there will be opportunity to ask questions in regards to the summary when she returns for future CSC presentations.

Chair Dirksen reminded members about the joint MPAC and JPACT meetings on April 11<sup>th</sup> and May 30<sup>th</sup> at the World Forestry Center, Cheatham Hall from 8 a.m. till noon.

Neil McFarlane provided an update from the Washington DC trip and informed members that those who intended to attend will be receiving a brief survey in regards to the future development of an agenda.

#### **4. CONSIDERATION OF THE MINUTES FOR MARCH 13, 2014**

**MOTION:** Diane McKeel moved and seconded by Donna Jordan to adopt the Mar. 13, 2014 minutes.

**ACTION:** With all in favor, the motion passed.

#### **5. RESOLUTION NO. 14-4501: ENDORSING THE FEDERAL TRANSPORTATION REVENUE PROPOSAL INTRODUCED BY TRANSPORTATION FOR AMERICA**

Andy Cotugno of Metro introduced Resolution number 14-4501 to JPACT for adoption. In December 2013, JPACT approved and the Metro Council adopted Resolution No. 13-4489, which called for an increase in federal transportation user fees and established a position on the use of those fee increases. One of the priorities established in Resolution No. 13-4489 calls for an increase in transportation user fees to both eliminate the need for a general fund subsidy and provide resources for increased federal investment in transportation. Chair Dirksen requested approval from the committee.

**MOTION:** Donna Jordan moved and seconded by John Ludlow to adopt Resolution 14-4501.

**ACTION:** With all in favor, Jason Tell, Don Wagner and Nina DeConcini abstained, the motion to approve Resolution Number 14-4501, For the Purpose of Endorsing the Federal Transportation Revenue Proposal Introduced by Transportation for America, passed.

Member comments included:

- Mr. Ludlow mentioned that his commission voted for this.
- Denny Doyle expressed that WCC is in full support of the motion.
- Dwaine McKeel indicated that her respective parties are in support of the vote.
- Donna Jordan says Clackamas County does support and will vote for it

#### **5. UNIFIED PLANNING WORK PROGRAM(UPWP) PROJECT ADDITIONS**

Elisa Gertler introduced Chris Meyers on the Unified Planning Work Program. The Unified Planning Work Program is a federally-required document which provides detailed descriptions of transportation planning tasks and outlines relationships to other planning activities in the region. Included in the work plan is a summary of funding sources as well as input from agencies such as TriMet, ODOT, FHWA, FTA, and local governments.

Updates included:

- Regional Intelligent Transportation System (ITS) Communications Master Plan (*pg. 84*)
- Regional Intelligent Transportation System (ITS) Architecture Update (*pg. 86*)
- N/NE Quadrant & I-5 Broadway/Weidler Additional Analysis (*pg. 112*)

Mr. Meyers informed members that the Unified Work Program will be presented to Metro Council on May 1, 2014.

**MOTION:** Councilor Shirley Craddick moved and seconded by Lisa Barton Mullins to accept the UPWP additions.

**ACTION:** With all in favor, the motion to accept the Unified Planning Work Program passed.

## **6. ENVIRONMENTAL JUSTICE AND TITLE VI ASSESSMENT: 2014 RTP AND 2015-18 MTIP**

Ted Leybold, Metro Transportation Improvement Manager, provided an update in regards to the 2014 RTP and 2015-18 MTIP Environmental Justice and Title VI Assessment. In accordance with federal obligations, Metro is required to conduct an Environmental Justice and Title VI assessment of the agency's transportation planning and programming activities. A major component of the 2014 RTP update and the 2015-2018 MTIP is an investment analysis which assesses where transportation investments are being made relative to concentrations of five identified environmental justice communities.

The five identified communities include those who speak limited English, low income, elderly, youth, and people of color. Methodology is set at looking at long term and short term investments, and will examine the ways funds are distributed through public transportation investments, including the benefits and burdens associated. Public comment period will take place through May 16<sup>th</sup>- June 15, 2014. Mr. Leybold informed the committee that he will return to JPACT to present the findings and recommendations from the public comment process and will seek approval from the committee.

Member questions and comments included:

- Roy Rogers discussed the difficulty in distinguishing the cost and burdens in the potential outcomes and recommendations.

Mr. Leybold clarified that the process proposed is analysis of the program itself, not by project. It is specific to the project and recommendations will be geared towards how to move forward with the risks they are mitigating. The goal of the analysis is to address impacts that can be avoided.

Chair Dirksen clarified the process and how it complies with Title VI and the MTIP the sources of funding that Metro must comply with. Chair Dirksen reiterated the importance of assessing the criteria that doesn't cause disparate impacts on certain communities as addressing issues before the fact.

- Neil McFarlane, referred to TriMet and asked that consistent definitions with other agencies be used.

Mr. Leybold confirmed that Metro has worked with other agencies like TriMet to coordinate definitions.

- Steve Novick relayed comments from city staff and expressed concern about the survey response rate, opportunities for public engagement, Metro staff outreach efforts.

Mr. Leybold clarified that the response rate was at 19% and that the response rate process was about clarification of the terms and less about public outreach.

## **7. REVIEW OF THE OREGON CONSENSUS TRANSPORTATION POLICY, RECCOMENDATIONS FOR ODOT REGION 1**

Chair Dirksen provided historical context to the Oregon Consensus Transportation Policy and the Communication and Coordination Assessment Report and Process recommendations for ODOT Region 1. In 2003, the Oregon Transportation Commission policy on formation and operation of Area Commissions on Transportation (ACTs) expanded stakeholder involvement in ODOT decision-making, especially relating to recommendations on project funding in the Statewide Transportation Improvement Program (STIP). Since 2003, ODOT established ACTs throughout the state with the exception of Region 1.

The role of ACTs was upgraded during the last STIP process, with the ACTs being where project prioritization occurred. Lacking an ACT for Region 1, ODOT staff formed an interim STIP project selection committee with members appointed by the Multnomah County, Clackamas County, Washington County and Hood River County Commissions. ODOT Region 1 staff has also worked with stakeholders in Hood River County and rural Clackamas County in pursuit of an ACT for this area of Region 1 outside Metro, but no agreement was reached from that process.

In response to a result of a 2013 legislative proposal that would have created an Area Commission on Transportation in the rural portions of Clackamas County, an agreement was reached between ODOT, Metro and Clackamas County to contract with the Oregon Consensus Center to carry out an evaluation of current transportation decision-making in the Region 1 area. The Oregon Consensus Center interviewed over 70 individuals, evaluated the requirements of the OTC Policy on the Formation of ACTs and the USDOT requirements for metropolitan planning organizations.

Steve Bryant of Oregon Consensus provided a summary of the interview and evaluation process. Mr. Bryant provided a report, including a summary of the wide range of opinions that were provided by stakeholders. Mr. Bryant provided an assessment to help reach consensus.

Takeaways included:

- Stakeholders in Clackamas County were vocal that a rural act is desirable for their area.
- There was concern for how the act will interact with urban portions of Clackamas County.
- Those interviewed felt their voices weren't being heard and advocated for transportation improvements needs.
- Stakeholders indicated that the JPACT has a good understanding of what the needs are, but outside of the urban area there is a desire for more information.
- Rural areas feel underrepresented on JPACT and expressed concern for its constitution and Metro's representation on the JPACT board.
- Views were mixed on the livability and probate interests represented. Trucking and freight views were mixed in reference to the private sectors being represented at the table.
- Hood River County was mentioned as isolated from the urban area and lacking staff capacity. Hood River is satisfied with their ability to seek funding for high priority projects, but does feel concerned from being left out of regional coordination.
- Columbia River Gorge Commission was mentioned as being an interested party in the planning process.
- Members mentioned a lack of dialogue between rural and urban areas. Suggestions included finding a better way to stay informed and connected to each other's issues.

- Topic interests included a regional collaborative effort, perceptions on disproportionate amount of funding going outside of the metro area and issues of equity mentioned.
- There was concern that the process cannot change without interaction from a higher office.
- Mr. Bryant concluded that there is opportunity for collaborative engagement, but there needs to be considerations of new alternatives beyond the present model, such as engaging diverse stakeholder and developing clear objectives on a relative time frame. Suggestions included creating a region wide transportation summit that brings all stakeholders together to better inform each other about the challenges and create opportunity to seek recommendations and that Metro Council may want to look at the ways JPACT is constructed. Invitations were sent out to task force members, and a list of names was provided in the meeting packet materials of who has been invited (listed under Agenda Item 7, Oregon Consensus)

Member questions and comments included:

- Members thanked Mr. Bryant for the list and asked clarifying questions as to who was invited to participate.

Chair Dirksen asked if there was still opportunity to consider others for the list of participants.

- Matt Garrett would welcome any comments and suggestions.
- Jason Tell clarified the process and invited input, suggested Matt Garrett as a resource.

Councilor Shirley Craddick asked about what the committee would be doing?

- Steve explained the various ways the task force may respond, provided background details on the transportation process history and how it revises or adopts an act.
- Mr. Tell clarified how the commission looks at an act on a regional level. He referred to the oldest act, the Rogue Act, and provided some history of the process.
- Steve Novick asked clarifying questions in regards to the population of region 1 outside of Metro and in Metro.
- Mr. Bryant responded that he could not provide the answer to that question.
- Members provided their own rural and urban population estimates.
- Mr. Novick referred to the report and the issues in it, mentioned that the summit may be a good idea, the possibility that JPACT can assist in this, but that all day could be a stretch. Common concern in the room is money.

Councilor Carlotta Collette expressed support for the Clackamas County Rural Act. Councilor Collette also discussed the needs not defined for JPACT but also expressed that JPACT changes were not built around the wording suggestion. Her suggestions for the list included those who do not have a role with Metro.

Martha Bennett, COO of Metro, clarified that they will not be looking at JPACT's makeup at this time.

- Mr. Bryant also clarified that they will not be looking at JPACT as their scope of work. The focus will be on how to organize the rural areas in a way that meets their needs, as well as connecting and creating dialogue between rural and urban areas.

- Roy Rogers commented on the analysis and findings, and provided suggestions to processes; Mr. Rogers discussed the challenges and considerations of what it means to change the makeup of JPACT and how much Metro representation can be changed.

Chair Dirksen, discussed considering the recommendation but expressed concern for the timeline, suggested that JPACT consider the recommendations for next year, in reference to the bylaws, and that only JPACT can change membership, requiring a 2/3 vote.

- Donna Jordan reiterated where the concerns are coming from in regards' to the representation, where the funds are coming from. She suggested that this discussion needs to start with Clackamas County alone to distinguish what the issues are about.
- Mr. Ludlow reiterated the numbers of populations missing from the representation. Mr. Ludlow sited history of getting direct representation and reiterated the funding concerns and suggested that 100,000 citizens that are not being represented as needing to be addressed.

**8. ADJOURN**

Chair Dirksen adjourned the meeting at 8:55 a.m.

Respectfully Submitted,



Jessica Rojas

Recording Secretary

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
3	Handout	N/A	CCC Health Impact Assessment Poster	41014j-01
4	Handout	3/13/14	31314 Minutes	41014j-02
6	PPT	N/A	UPWP Power Point Presentation	41014j-03
8	Brochure	N/A	2016-2016 ODOT STIP Brochure	41014j-04

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ACCEPTING THE 2014 ) RESOLUTION NO. 14-4527  
REGIONAL TRANSPORTATION PLAN )  
PROJECT LIST FOR PURPOSE OF AIR ) Introduced by Councilor Dirksen  
QUALITY CONFORMITY DETERMINATION )

WHEREAS, the Regional Transportation Plan (RTP) is the federally recognized transportation policy for the metropolitan region, and must be updated every four years; and

WHEREAS, the RTP fulfills statewide planning requirements to implement Goal 12 Transportation, as implemented through the Transportation Planning Rule, and must be updated every 5-7 years; and

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

WHEREAS, the most recent update to the RTP was completed in June 2010 and approved and acknowledged by US Department of Transportation and US Environmental Protection Agency on September 20, 2010; and

WHEREAS, the next update must be completed by July 2014 to allow time for review and approval prior to the plan's expiration on September 20, 2014, thereby providing continued compliance with federal planning regulations and ensuring continued funding eligibility of projects and programs using federal transportation funds; and

WHEREAS, on September 12, 2013 the Metro Council and the Joint Policy Advisory Committee on Transportation approved the proposed 2014 RTP work program identified as Exhibit A; and

WHEREAS, subsequent to adoption of the work program Metro solicited projects pursuant to the criteria included in the work program; and

WHEREAS, public comment has been received on the draft RTP project list submitted by local jurisdictions; and

WHEREAS, JPACT has recommended the acceptance and MPAC has recommended the tentative approval of the 2014 RTP project list for purpose of air quality conformity determination; now therefore

BE IT RESOLVED that the Metro Council accepts the 2014 Regional Transportation Plan project list for purpose of air quality conformity determination.

ADOPTED by the Metro Council this 8<sup>th</sup> day of May 2014.

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Tom Hughes, Council President



Approved as to Form:

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Alison Kean, Metro Attorney

DRAFT

## STAFF REPORT

### IN CONSIDERATION OF RESOLUTION NO. 14-4527, FOR THE PURPOSE OF ACCEPTING THE 2014 REGIONAL TRANSPORTATION PLAN PROJECT LIST FOR PURPOSE OF AIR QUALITY CONFORMITY DETERMINATION

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Date: May 1, 2014

Prepared by: John Mermin, 503-797-1747

## BACKGROUND

### Purpose of action

The request for action at the May 8 Metro Council meeting is to receive acceptance of the 2014 Regional Transportation Plan (RTP) for purpose of air quality conformity determination. As part of the 45-day public comment period (March 21 – May 5), a tracked-changes and a clean version of the draft RTP document and project list have been able for review at Metro's website: [www.oregonmetro.gov/rtp](http://www.oregonmetro.gov/rtp). Additionally, community forums were held in Multnomah, Clackamas and Washington Counties. All comments received will be included in the 2014 RTP Final Public Comment Report.

The action is necessary so that Metro can run the air quality model on a 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). Final action will be requested from regional committees and the Metro Council at meetings from June 18-July 17. The current RTP expires September 20, 2014. The final RTP must be submitted in late July for federal and state review prior to its expiration date.

### Discussions of 2014 RTP leading up to acceptance

Metro Council and JPACT approved a 2014 RTP work program on September 12, 2014. Metro staff shared existing conditions information such as demographic, economic and travel trends to regional committees and the Metro Council in September through November. During the Fall, local jurisdictions and partner agencies worked to update their RTP project lists culminating in submissions to Metro in December, 2013. These updates were limited by JPACT and the Metro Council to projects coming from a local public process such as a transportation system plan or corridor plan. Metro staff shared an overview of changes to the project list at January meetings of regional advisory committees and the Metro Council.

Metro staff shared an overview of the proposed edits to the RTP document at regional committees and the Metro Council from late February to late March. 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*.

### Recommendations from regional advisory committees

Recommendations for tentative approval of the 2014 RTP for purposes of air quality conformity analysis were received from MTAC (April 16), MPAC (April 23), and TPAC (April 25). A recommendation from JPACT to accept the RTP project list for purpose of air quality conformity determination is (*anticipated to be*) received - May 8). These prior actions are consistent with Resolution No. 14-4527, For the Purpose of Accepting the 2014 RTP project list for purpose of air quality conformity determination.

## **Summary of Public Comments on 2014 Public Review Draft RTP**

Metro received comments on the RTP through an online survey, emails to staff, and formal letters from advocates, neighborhood associations and local agencies. 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. Attachment 1 displays a summary of comments received as of April 13<sup>th</sup>. Attachment 2 displays recommended changes to the project list based on public comments as of April 13<sup>th</sup>. Updated versions of attachment 1 and 2 (including all comments received in the 45-day comment period, March 21 - May 5) will be provided at the May 8 Metro Council meeting. The 2014 RTP Final Public Comment Report will be available for the Metro Council at its final action meeting on the RTP on July 17.

## **ANALYSIS/INFORMATION**

### **1. Known Opposition** None

### **2. Legal Antecedents**

Federal regulations include:

- Clean Air Act, as amended [42 U.S. C. 7401 and 23 U.S.C. 109(j)], as amended].
- US EPA transportation conformity rules (40 CFR, parts 51 and 93).
- USDOT rules that require Metro to update RTPs on a four-year cycle [23 CFR 450.322(a)].

State regulations include:

- Statewide planning goals.
- Oregon Administrative Rules for Transportation Planning (OAR Chapter 660, Division 12).
- Oregon Transportation Plan and implementing modal plans, including the Oregon Highway Plan.
- Oregon Administrative Rules for Transportation Conformity, (OAR Chapter 340, Division 252).
- 2006 State Implementation Plan (SIP).
- 2006 Portland Area Carbon Monoxide Maintenance Plan and 2007 Portland Area Ozone Maintenance Plan.

Metro legislation includes:

- Ordinance No. 10-1241B
- Resolution No. 10-4150A
- Resolution No.13-4456

### **Anticipated Effects**

With approval:

- Staff will complete air quality conformity analysis and hold 30-day comment period on the results.

### **3. Budget Impacts** There is no financial impact to approval of this ordinance.

## **RECOMMENDED ACTION**

Staff recommends approval of Resolution No. 14-4527

**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. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
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. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
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. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
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. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
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. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
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. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
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. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	

**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
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. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
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. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
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. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
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. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	

**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
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. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
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. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
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. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
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. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
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. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
19	Less transit more on roads and bridges	Jerad Hampton	3/26/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
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. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	

**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
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. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
22	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.	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. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
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. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
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. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	

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#	Comment	Source(s)	Date	Staff Recommendation	Relevant RTP project
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. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
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. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
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. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
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. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
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. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
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. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
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 residence	Kelly Sweeney	3/26/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
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. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
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. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
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. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
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. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	



**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
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.;
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	Too 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. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	

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**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
40	<p>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 foot-print and our current and planned road infrastructure does not support, economic expansion. That has to change.</p>	Larry Conrad	3/26/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
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>

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#	Comment	Source(s)	Date	Staff Recommendation	Relevant RTP project
42	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.	Soren Impey	3/26/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
43	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.	J Chris Anderson	3/26/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
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. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
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. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
46	I would like to see public transit receive higher priority	Barbara Walden	3/26/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
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. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
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. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
49	Improved ... Frequency and speed in Sw	Don Darby	3/27/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
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. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
51	Increase Freight decrease Transit.	D H	3/27/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	

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#	Comment	Source(s)	Date	Staff Recommendation	Relevant RTP project
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. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
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. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
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. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
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. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
56	More Transit funding.	Mark Rogers	3/27/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
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. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
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. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
59	More emphasis on Transit and Active Transportation is always welcome.	Kathleen Anson	3/27/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
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. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
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. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
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. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
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

**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
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. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
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. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
66	Investments should be made where most needed, regardless of what category they fall into	Mare Stern	3/27/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
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. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
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. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
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. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
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. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	

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#	Comment	Source(s)	Date	Staff Recommendation	Relevant RTP project
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. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
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. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
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. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
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. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
76	More money for public transit	Jennifer Cobb	3/29/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
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

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<b>#</b>	<b>Comment</b>	<b>Source(s)</b>	<b>Date</b>	<b>Staff Recommendation</b>	<b>Relevant RTP project</b>
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 un-informed.	Kurt Kristensen	3/29/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
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. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
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. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
81	Bike riders create unsafe driving conditions. They need to have mandatory insurance, they need mandatory seat belts, basically paying for transportation. To 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. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
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 Wii 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. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
84	It seems evenly decided among all transportation areas. Keep progressing.	Janet Arndorfer	3/29/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	

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#	Comment	Source(s)	Date	Staff Recommendation	Relevant RTP project
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. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
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. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
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. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
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. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
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. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
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. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
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 travel.	Joseph Edge	3/31/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
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. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	



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#	Comment	Source(s)	Date	Staff Recommendation	Relevant RTP project
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. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
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. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
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. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
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. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
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-Ramirez	4/1/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
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. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
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. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
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. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	

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#	Comment	Source(s)	Date	Staff Recommendation	Relevant RTP project
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. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
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. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
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. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
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. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	

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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. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
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. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
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. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
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. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
121	more money sent on sidewalks and crosswalks	Pamela Rodgers	4/9/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
122	Better bus service, especially on the west side. MAX would be an improvement.	John Baldrige	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. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
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. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
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. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
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. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
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. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
131	Transit to 33% Minimum. 10% or more on union accountability legal fees.	Gary Stanfield	4/9/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
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. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
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. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
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. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	

**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. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
138	Greater investment in public transportation infrastructure, maintenance and expansion.	Jeanne Quan	4/10/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
139	lower fares, more service	Rob Powell	4/10/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
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. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
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. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	

**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
143	<p>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.</p> <p>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..</p> <p>Highway 43 (from Lake Oswego to Johns Landing) is not a "high capacity" transportation corridor. It has limited, time-specific commuter traffic.</p> <p>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.</p> <p>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.</p>	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;
144	<p>the max line should connect through southeast into downtown. Instead of a rail terminus, create a rail loop that connects all of Portland.</p> <p>the max line should connect through southeast into downtown. Instead of a rail terminus, create a rail loop that connects all of Portland.</p>	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	<p>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".</p>	Metro Staff	4/9/2014	Change as requested	
146	<p>Revise project #11332 title as follows: "High Capacity Transit Capital Construction: I-205 BRT" 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</p>	Trimet Staff	4/9/2014	Change as requested	11332 - High Capacity Transit Capital Construction: I-205
147	<p>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.</p>	Metro Councilor Harrington	3/25/2014	Change as requested	

#	Comment	Source(s)	Date	Staff Recommendation	Relevant RTP project
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

DRAFT



 Metro | *Memo*

Date: May 2, 2014  
To: JPACT members and Interested Parties  
From: Ted Leybold and Clinton (CJ) Doxsee  
Subject: Summary of Metropolitan Planning Area (MPA) update

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Please find the attached items in preparation for updating the Metropolitan Planning Area (MPA) boundary.

- Draft Resolution No. 14-4502
- Staff report on MPA boundary update

Metro staff convened a work group of ODOT, TriMet and local agency staff to review the approach to updating the boundary area designation. The work group met two times to provide input on the boundary designation and has recommended the approach outlined in resolution and staff report.

Metro staff presented the approach to updating the boundary area designation to TPAC on April 25<sup>th</sup>, 2014. The committee approved an action to recommend the matter to JPACT for further consideration.

A presentation on each of these elements and the recommendation process to date will be provided at the meeting. This is in preparation for Council action in May on updating the MPA boundary for meeting federal metropolitan planning requirements.

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF UPDATING ) RESOLUTION NO. 14-4502  
THE METROPOLITAN )  
TRANSPORTATION PLANNING AREA )  
BOUNDARY TO REFLECT THE YEAR  
2010 U.S. CENSUS BUREAU  
URBANIZED AREA DESIGNATION

WHEREAS, the Federal Highway Act of 1962, as amended, and the Urban Mass Transportation Act of 1964, as amended, provides for an urban transportation planning process; and

WHEREAS, Metro is the Metropolitan Planning Organization (MPO) for the Portland, Oregon urbanized area, the Joint Policy Advisory Committee on Transportation (JPACT) and Metro Council has the specific responsibility to direct and administer the continuing urban transportation planning process; and

WHEREAS, Metro Council adopted the Metropolitan Planning Area Boundary by Resolution No. 03-3380A and as approved by Governor Kulongoski on January 20, 2004

WHEREAS, the boundaries of the Portland, Oregon urbanized area have been recently redefined by the U.S. Census Bureau as part of the year 2010 Census; and

WHEREAS, the Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21, P.L. 112-141) and related Federal, State and local laws and programs requires MPOs to define a Metropolitan Planning Area (MPA) within which the MPO will focus its required transportation planning and programming activities; and

WHEREAS, Federal transportation planning guidance directs MPOs to include, within their respective Metropolitan Planning Area, all lands as “urbanized” by the U.S. Census Bureau and all other adjacent or nearby lands as forecasted by the MPO to become urbanized within the next 20 years; and

WHEREAS, it is recognized that some of the transportation facilities are located in areas designated as rural by state and local planning regulations but are designated as urban by the U.S. Census Bureau for federal transportation planning purposes; and

WHEREAS, Metro and Clackamas, Multnomah, and Washington Counties jointly adopted urban and rural reserves that sets the framework for where the region will and will not urbanize for the next 40-50 years; and

WHEREAS, the “Proposed Planning Area Boundary” of Exhibit A, dated March 26<sup>th</sup>, 2014, includes all the U.S. Census Bureau year 2010 defined urbanized area, includes areas that are within the Metro jurisdictional boundary, includes areas that are within the Metro Urban Growth Boundary, includes Metro Urban Reserves, includes areas with significant transportation facilities, and includes those adjacent or nearby areas that are likely to become urbanized in the immediate future (i.e., the next 20 years); and

WHEREAS, the development of the Metropolitan Planning Area took place as the result of meetings of Metro staff, the Transportation Policy Alternatives Committee, and the Joint Policy Advisory Committee on Transportation; now, therefore

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT to amend the year 2004 Metro Metropolitan Planning Area Boundary to reflect the year 2010 U.S. Census Bureau urbanized area and other areas shown in Exhibit A to this resolution.

BE IT FURTHER RESOLVED that the Metro staff is instructed to transmit this adoption to the appropriate State and Federal agencies.

ADOPTED by the Metro Council this \_\_\_\_\_ day of \_\_\_\_\_, 2014.

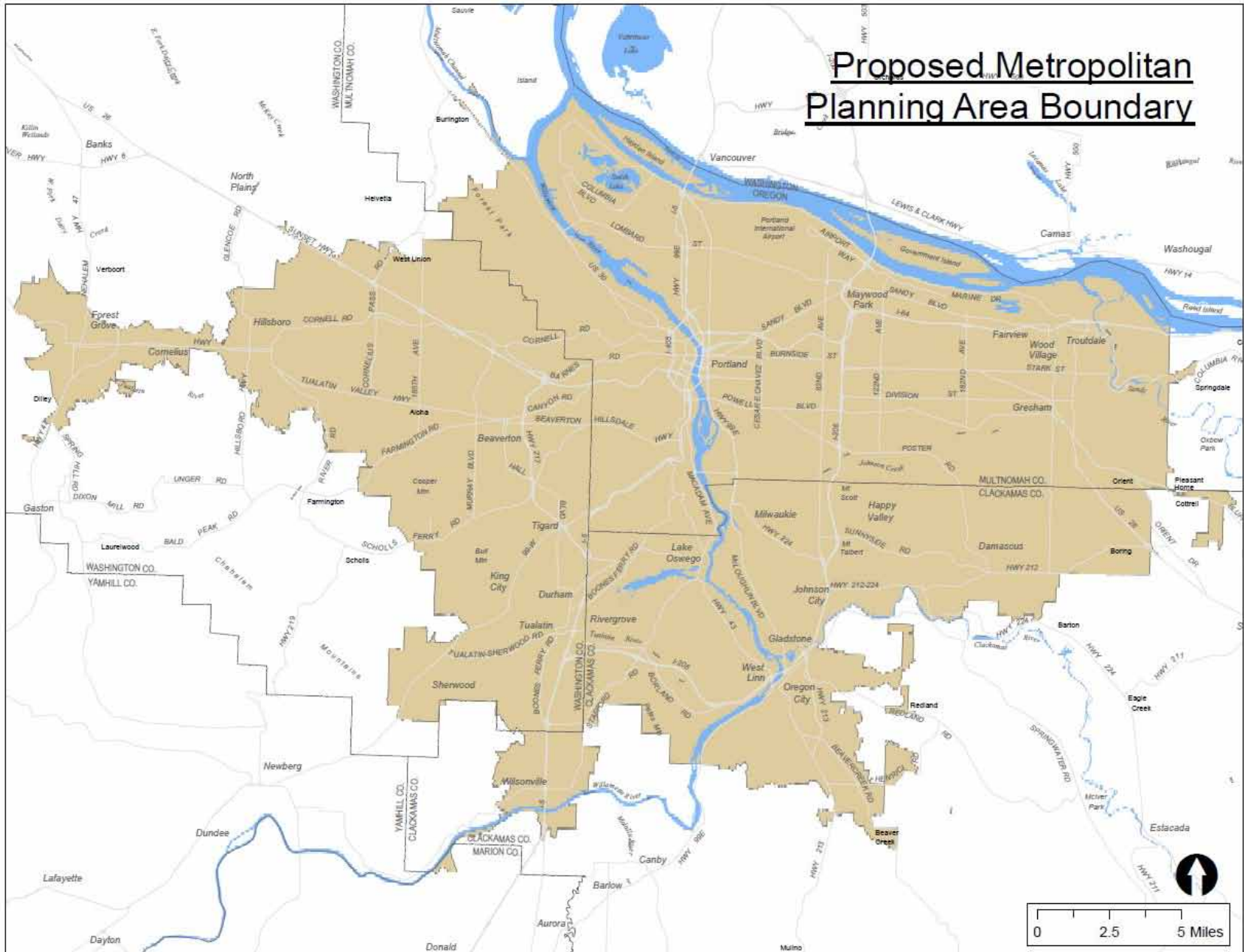
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Tom Hughes, Council President

Approved as to Form:

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Alison Kean Campbell, Metro Attorney



## STAFF REPORT

### IN CONSIDERATION OF RESOLUTION NO. 14-4502, FOR THE PURPOSE OF UPDATING THE METROPOLITAN PLANNING AREA (MPA) BOUNDARY TO REFLECT THE YEAR 2010 U.S. CENSUS BUREAU URBANIZED AREA DESIGNATION.

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Date: April 16<sup>th</sup>, 2014

Prepared by: Clinton (CJ) Doxsee & Ted Leybold

#### BACKGROUND

The MPA boundary is a federal requirement for the metropolitan planning process and is established by individual Metropolitan Planning Organizations (MPOs) according to federal metropolitan planning regulations. Metro is the MPO for the Portland, Oregon urbanized area and has the responsibility to direct and administer the continuing metropolitan planning process (23 USC 134(b) AND 49 USC 5303(c)).

Each MPA boundary is required to include:

- At a minimum, an area encompassing the existing urbanized area (UZA) and the contiguous area expected to become urbanized within a 20-year forecast period;
- May further be expanded to encompass the entire metropolitan statistical area or combined statistical area, as defined by the Office of Management and Budget.

The Census Bureau designates a new list of UZAs every 10 years following the conclusion of each census. A UZA represents a densely developed area encompassing residential, commercial, and other non-residential urban land uses. The MPA boundaries are reviewed and updated as necessary after each Census by the MPO in cooperation with State and public transportation operators and submitted to the FHWA and the FTA.

The 2010 Census issued the list of 2010 urban areas in a *Federal Register* Notice on March 27<sup>th</sup>, 2012. Boundaries of current MPOs should be updated no later than the next scheduled Metropolitan Transportation Plan (MTP) update after October 1<sup>st</sup>, 2012, or within four years of the designation of the 2010 UZA boundary, whichever comes first.

To address this guidance on updating the Metro area MPA boundary, an MPA boundary is proposed to utilize existing planning boundaries and a limited number of boundary extensions to include significant transportation facilities. The purpose is to include programs and facilities specific to the Portland metropolitan area to form a comprehensive area for administering the federal metropolitan planning process. Specifically, the proposal includes:

1. The U.S. Census Bureau year 2010 defined urbanized area, based on the UZA boundary detailed in the March 27, 2012 Federal Register Notice;
2. Areas within the Metro Jurisdictional Boundary as of May 1, 2014. Metro has state and home-rule charter responsibilities to manage growth for everything within the Metro boundary and should be coordinating this growth management responsibility with the federal MPO planning responsibility for those areas;

3. Areas within the Metro Urban Growth Boundary (UGB) as of May 1, 2014. According to State law, Metro is responsible for managing the Portland metropolitan region's UGB. This boundary controls urban expansion onto farms and forest lands and includes a 20-year supply of land for future residential development;
4. Metro Urban Reserves as of May 1, 2014. Urban Reserves are lands that are designated through cooperative agreement of Clackamas, Multnomah and Washington Counties and Metro, and recent state legislation, as best suited to accommodate future urban development. They are identified for potential inclusion within the Urban Growth Boundary through 2060 and as such should be coordinated with the federal MPO planning process;
5. Areas with significant transportation facilities (i.e. interchanges and intersections) that are adjacent to and serve significant transportation function to the urban area. Some significant interchanges and intersections are only partially included in the UZA boundary. Including facilities only partially included in the urban areas or when the function of those facilities exist primarily to serve or provide access to the metropolitan area will simplify and allow a more holistic transportation planning process. Areas with detailed explanation include the following:
  - Jackson School Road
    - Along Highway 26 and Jackson School Road, MPA Boundary includes full interchange footprint to the north of Jackson School Road. Extent of boundary is to the edge of the interchange right-of-way.
  - Intersection of I-5 and Highway 551
    - At the intersection of I-5 and Highway 551 (Portland-Hubbard Hwy) MPA Boundary includes interchange of I-5 and Highway 551.
  - Intersection of Highway 26 and Highway 212
    - MPA Boundary includes Highway 26 and Highway 212 interchange.
  - Sauvie Island and NW St. Helens Road
    - MPA Boundary includes full extent of right of way at the Sauvie Island Bridge Interchange.
    - At the intersection of NW St. Helens Road and NW Cornelius Pass Road. Extent of boundary is to the edge of the intersection right-of-way.

## ANALYSIS/INFORMATION

1. **Known Opposition** Marion County staff and Board of Commissioners have expressed concern about Metro performing planning functions within its jurisdictional boundary. The boundary proposal has clarified that the MPA boundary designation within Marion County applies only to the federal transportation planning function and not any other planning functions conducted for state or local purposes. This MPA designation within Marion County is limited in scope as described below in “Anticipated Effects” and is federally required due to a portion of Marion County being within the Census Bureau designated Portland metropolitan urbanized area (UZA).
2. **Legal Antecedents** Metro Council Resolution No. 03-3380A For the Purpose of Designation of the 2004 Regional Transportation Plan as the Federal Metropolitan Transportation Plan to Meet Federal Planning Requirements.
3. **Anticipated Effects**

Adjustment to the MPA boundary will impact the following MPO Programs

Regional Transportation Plan (RTP): For the current 2014 RTP update, additional projects in the newly designated planning areas need to be identified for inclusion. Projects in the RTP project list that have been submitted that are now outside the proposed MPA boundary need to be identified as well.

Capital Improvement Program (MTIP): Projects located within the MPA boundary are eligible for urban-STP, CMAQ and TAP funding distributed through the MPO. Projects outside the boundary are eligible only if it can be demonstrated that they have a significant impact on the transportation network within the MPO boundary. Any regionally significant project or projects receiving ODOT administered funding (Enhance or Fix-It) or federal transit funding must be included in the MTIP if they are located within the MPA boundary. The impact of being within the MPA boundary has little to no impact on projects receiving those funds – it is primarily a project and air quality modeling coordination effort.

Adjustments to the UZA and resulting MPA boundaries will impact the following FHWA Programs

Highway Functional Classification: The highway functional classification system distinguishes both by type and roadway facility and whether the facility is located in an urban or rural area. A specific type of roadway facility may have different design criteria depending on whether it is in a rural or urban area, but highway design criteria are not applied strictly according to an urban versus rural boundary designation. Once adjustments to UZA boundaries are adopted, highways that are impacted by the new boundaries must be functionally reclassified.

Highway Performance Monitoring System (HPMS) Reporting: FHWA’s HPMS requests States to report annual highway statistics by highway functional classification, including urban versus rural areas. Several tables in FHWA’s annual Highway Statistics Report also summarize information by urban versus rural classification.

- Adjusted UZA boundaries adopted by the State and MPOs should be used for Highway Performance Monitoring System (HPMS) reporting at the earliest time possible (within 2 to 3 years maximum) after the adoption decision.
- Any changes to the rural/urban roadway location and functional class that result from adjustments to UZA boundaries should be reported in HPMS Data Items 1 (Functional System Code) and 2 (Rural/Urban Designation) respectively.

- The size of the urban area is determined based on the latest decennial Census (or special inter-decennial census) designation, not on the population within the Adjusted UZA. Refer to the HPMS Field Manual, page 4-16 for guidance on reporting Urbanized Area codes for HPMS Data Items 1 and 2.

Distribution of Surface Transportation Program (STP) Funds: This provision only affects where funds may be spent within a State, not how much money the State receives. STP funds are sub-allocated within each State between UZAs with a population over 200,000 and the rest of the State, in proportion to their relative share of the total State population. Each UZA with a population over 200,000 receives a share of the funds sub-allocated for such areas, based on the area's share of the total population in all areas with over 200,000 residents in the State. 23 USC 133(d)(3)(B) guarantees that a minimum of 110% of the funds apportioned to the State in FY 1991 for the Federal-aid secondary system must be spent in rural areas. A rural area is defined as any area of the State that is outside of the Adjusted UZA boundaries.

STP Apportionment Formula: 23 USC 104(b)(3) includes, as part of the apportionment formula for STP funding, lane-miles and VMT on Federal-Aid highways within the state. Federal-Aid highways include all highway functional classifications except local roads and rural minor collectors. Expanding the boundary of urban areas within the state may change some rural minor collectors to urban collectors, making them eligible as Federal-Aid highways. However, the impact on apportionment of federal aid funding is insignificant.

Control of Outdoor Advertising: The Outdoor Advertising Control Program (23 USC 131) uses the UZA definition in 23 USC 101(a)(36) to specify the boundary between locations where signage can be placed beyond 660 feet and be intended to be read from the highway. States will continue to use the Census Incorporated Place data to map and control signage as it relates to places of 5,000 or more in population, in the manner defined by 23 CFR 750.153(t) and 750.703(m).

Attachment 1, "Boundary Descriptions" provides descriptions and functions of MPA and related boundaries. Attachments 2 and 3 provide maps of considered boundaries and significant transportation facilities. Attachment 4, "Proposed Metropolitan Area Boundary" illustrates the Metropolitan Planning Area. Attachments 5 through 8 further illustrates the relationship between the proposed MPA boundary and related boundaries. Attachment 9 provides documented responses to work group discussion questions. Upon adoption of the Resolution No. 14-4502, Metro staff will transmit this adoption to the appropriate State and Federal agencies for final approval

4. **Budget Impacts** Resolution 14-4502 does not have budget impacts for Metro.

## **RECOMMENDED ACTION**

Metro staff recommends the approval of Resolution No. 14-4502



## **Boundary Descriptions**

### **Urbanized Area Boundary**

The urbanized area is one component of the urban-rural classification defined by the Census Bureau. For the 2010 Census, an urban area is considered to have a densely settled core of census tracts/blocks that meet minimum population density requirements. Urbanized areas can also include non-residential urban land uses and areas with low population density that link outlying densely populated areas. Rural areas are considered all population, housing, and territory not included within an urban area.

Federal transportation legislation allows for the outward adjustment of Census Bureau defined urban boundaries (of population 5,000 and above) as the basis for development of adjusted urban area boundaries for transportation planning purposes, through the cooperative efforts of State and local officials. By Federal rule, these adjusted urban area boundaries must encompass the entire census-designated urban area (of population 5,000 and above) and are subject to approval by the Secretary of Transportation (23 USC 101(a) (36) - (37) and 49 USC 5302(a) (16) - (17)).

For the purposes of the boundary adjustment process, the term "adjusted urban area boundaries" refers to the FHWA boundary adjustment process in all areas of 5,000 population and above.

During the time between the release of the Census Bureau boundaries and the formal approval of the new adjusted boundaries, the previously developed and approved adjusted urban area boundaries remain in effect. For FHWA and State DOT planning purposes, if a State DOT chooses not or is unable to adjust the urban area boundaries, the most recent unadjusted census boundaries will take effect. This could cause a roadway previously considered to be urban to now be considered rural, which may affect federal aid funding eligibility.

To avoid this situation, States are encouraged to work with their FHWA Division Office and their local planning partners to go through the process of developing the adjusted urban area boundaries within the recommended timeframe. See:

[http://www.fhwa.dot.gov/planning/processes/statewide/related/highway\\_functional\\_classifications/section06.cfm](http://www.fhwa.dot.gov/planning/processes/statewide/related/highway_functional_classifications/section06.cfm)

### ***Function***

- Establishes the area for a wide variety of uses, including the baseline area for defining the boundaries of Metropolitan Planning Areas.

### **Metropolitan Planning Area**

The MPA boundary is a federal requirement for the metropolitan planning process and is established by individual Metropolitan Planning Organizations (MPOs) and the Governor according to federal metropolitan planning regulations. The Metropolitan Planning Area Boundary must encompass at least the existing urbanized area and the contiguous areas expected to become urban within a 20-year forecast period. Other factors may also be considered to bring adjacent territory into the MPA boundary, and may be expanded to encompass the entire metropolitan statistical area or combined statistically area as defined by the federal Office of Management and Budget.

### ***Function***

- Establishes the area in which the Metropolitan Planning Organization (MPO) conducts federally mandated transportation planning work, including: a long-range plan (RTP), the 4 year capital improvement program (MTIP), a unified planning work program (UPWP), a congestion management process (CMP), and conformity to the State Implementation Plan for air quality for transportation related emissions.

### **Metropolitan Planning Area (cont.)**

*Notes:* Metro has an agreement with the Southwest Washington Regional Transportation Council (SWRTC) to coordinate metropolitan planning activities. Metro leads administration of the MPO process for the portion of the Portland-Vancouver metropolitan area within the State of Oregon. SWRTC leads the MPO process for the portion of the Portland-Vancouver metropolitan area within the State of Washington.

### **Metro's Jurisdictional Boundary**

The Metro boundary, encompassing urban portions of Multnomah, Washington, and Clackamas Counties, defines where the agency performs functions as defined by its home rule Charter, approved by the region's voters in 1992 and 2000. The charter charges Metro with providing planning, policy-making and services to preserve and enhance the region's quality of life. The land inside the Metro boundary has elected representation on the Metro Council and is subject to Metro's regulatory and taxing authority. ([Metro](#))

### **Function**

- Planning to meet state comprehensive planning requirements (including a transportation element)
- Services to preserve/enhance region's quality of life (waste management, zoo, cemeteries, etc.)

### **Urban Growth Boundary**

Under Oregon law, each city or metropolitan area in the state is required to have urban growth boundary (UGB) that separates urban land from rural land. Metro is responsible for managing the Portland metropolitan region's urban growth boundary.

The urban growth boundary is a land use boundary dividing the urban area within the boundary from rural areas outside. The rural areas are protected from urban-type land uses such as commercial or industrial activities or subdivisions on lots smaller than two acres.

State law charges Metro with the authority to manage the urban growth boundary. Metro is responsible for maintaining sufficient inventory of available buildable land inside the urban growth boundary, which may necessitate expansions of the boundary. Updates to the UGB occur every five years through an assessment of population capacity and approved by Metro Council.

*Notes: For land outside the urban growth boundary but inside the Metro Jurisdictional boundary, transportation planning work can identify rural planning facility designations and projects consistent with rural goals. Metro does not have land use authority outside the Metro boundary. For land inside the MPA boundary but outside the Metro boundary, JPACT/Metro can adopt facility designation or projects for federal planning purposes but those projects/designations are not recognized by Oregon planning law and therefore a County would not be required to reflect those projects or designations in their comprehensive plans.*

### **Function**

- Define urban and rural land for state comprehensive planning purposes, including the transportation element of the comprehensive plan.

### **Urban Reserves**

A subset of boundaries related to the Urban Growth Boundary collaboratively identified as priority areas for future expansion of the urban growth boundary. Urban Reserves are areas outside of the UGB that were designated through intergovernmental agreements between Metro and Clackamas, Multnomah, and Washington counties.

Oregon Legislature's SB 1011 provides Metro the ability to identify and designate areas outside the current UGB. The purpose of designating urban reserves is to maintain an identified supply of land that can accommodate expansion of the UGB through 2060. Urban reserves were formed in 2010 through intergovernmental agreements between Metro and local counties.

#### ***Function***

- Land identified for future expansion of the urban growth boundary.

### **Air Quality Management Area (AQMA) Boundary**

This boundary establishes the area in which the US Department of Transportation must approve that regional transportation plans and programming within that area conform to state and federal air quality rules established by the Oregon Environmental Quality Commission and the federal Environmental Protection Agency. Metro, as the MPO, is the lead agency in developing the emissions analysis that demonstrates that regional transportation plans and programming do conform to air quality rules, coordinates with the regulatory agencies and submits the conformity determination to USDOT for approval. The boundary for the Metro area was established in the Second Portland Area Carbon Monoxide (CO) Maintenance Plan. This Plan defined the Metro jurisdictional boundary as the geographic extent of concern for which emissions budgets were created.

Previously, the Portland metropolitan area was non-compliant and then a maintenance area for ozone precursor pollutants. The metropolitan area is now in compliance for these pollutants and is no longer required to, but voluntarily reports on, the transportation emissions of these pollutants. The boundary of geographic extent of concern for these pollutants was larger than the CO maintenance plan boundary, and included portions of rural Washington County and Columbia County.

#### ***Function***

- Protects health by ensuring transportation emissions do not exceed harmful levels.

### **Metropolitan Statistical Area / Combined Statistical Area Boundary**

Geographies defined by the Office of Management and Budget (OMB) for use in tabulating statistical data about metropolitan areas. Metropolitan statistical areas (MSAs) consist of the core counties surrounding an Urbanized Area, plus adjacent counties with strong commuting patterns to and from the core counties. A combined statistical area combines an MSA and one or more adjacent additional statistical areas defined by OMB.

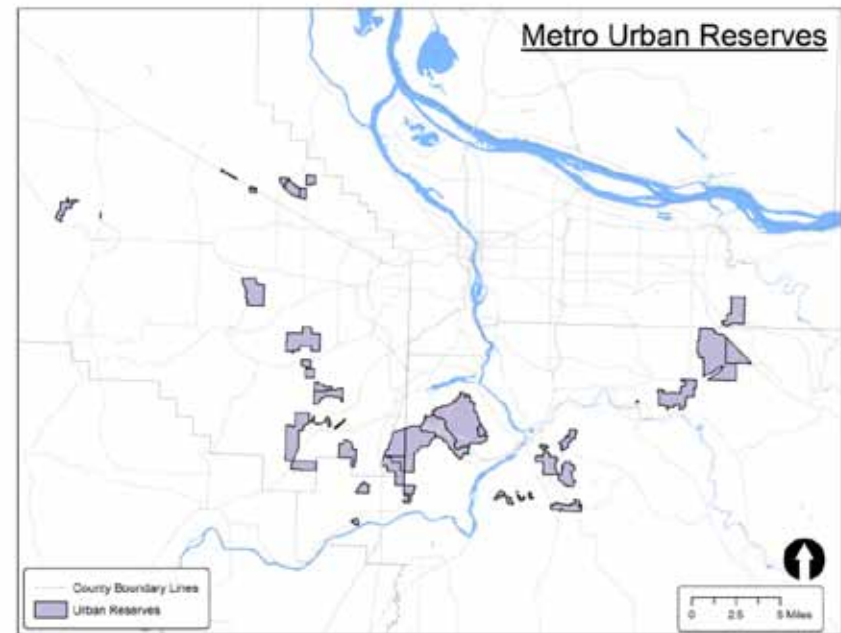
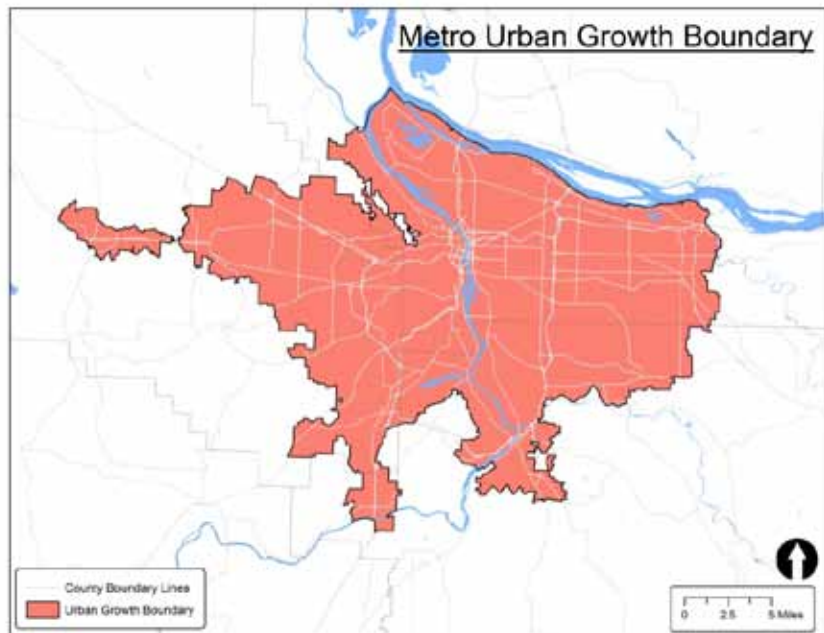
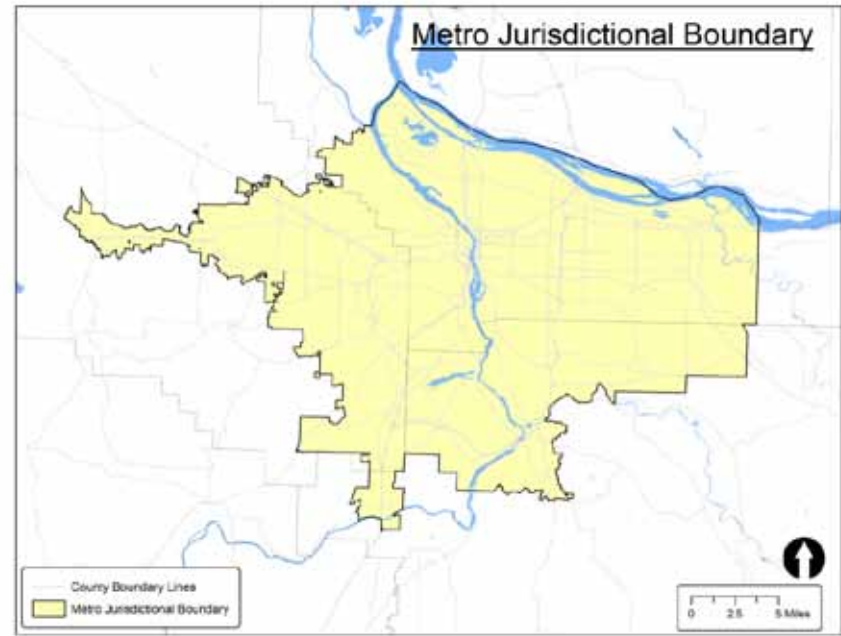
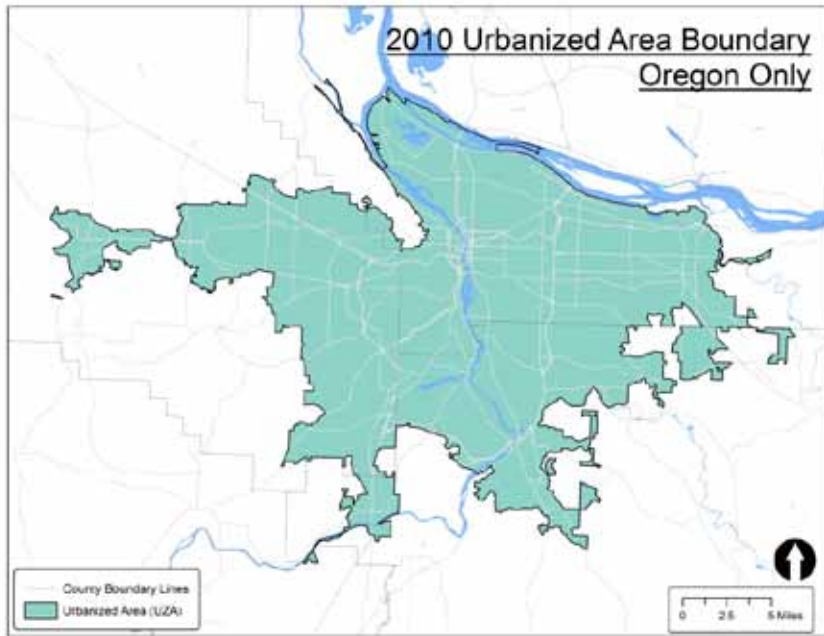
#### ***Function***

- Provides geographical area definition for federal reporting, primarily on economic related data, for metropolitan areas.

For more information on the relationship between designated boundaries and the federally required transportation planning process, see:

[http://www.fhwa.dot.gov/planning/census\\_issues/urbanized\\_areas\\_and\\_mpo\\_tma/faq/page01.cfm](http://www.fhwa.dot.gov/planning/census_issues/urbanized_areas_and_mpo_tma/faq/page01.cfm)

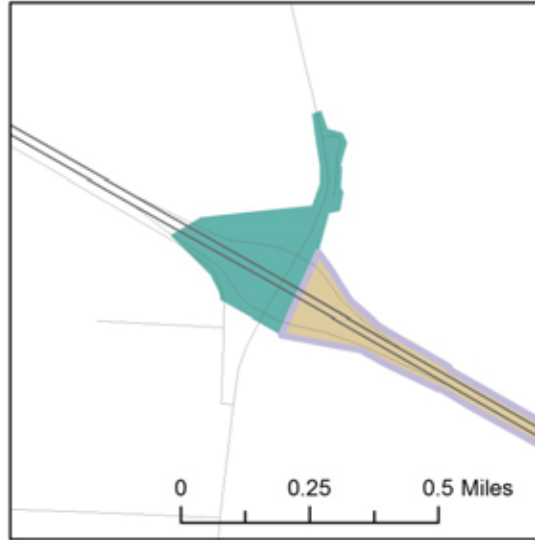
ATTACHMENT 2



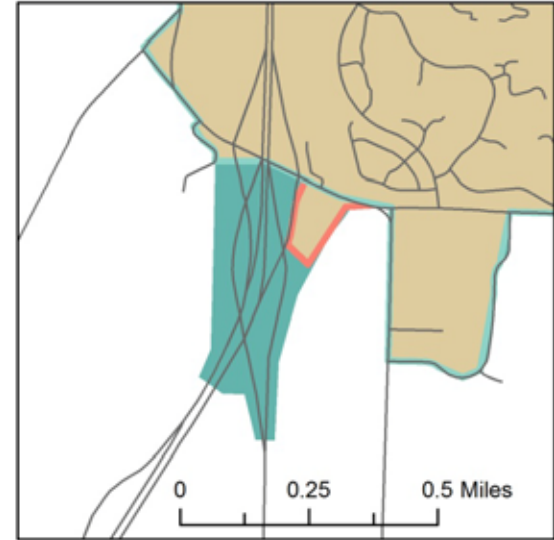
Significant Transportation Facility  
Proposed MPA within Existing Boundary

### Significant Transportation Facilities

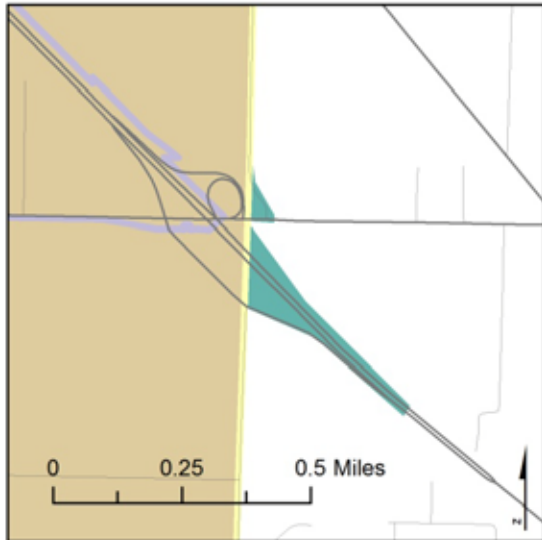
1. Jackson School Road



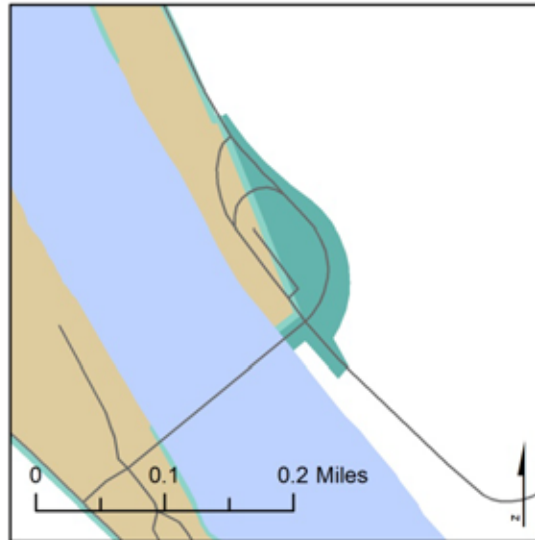
2. I-5 & Highway 551



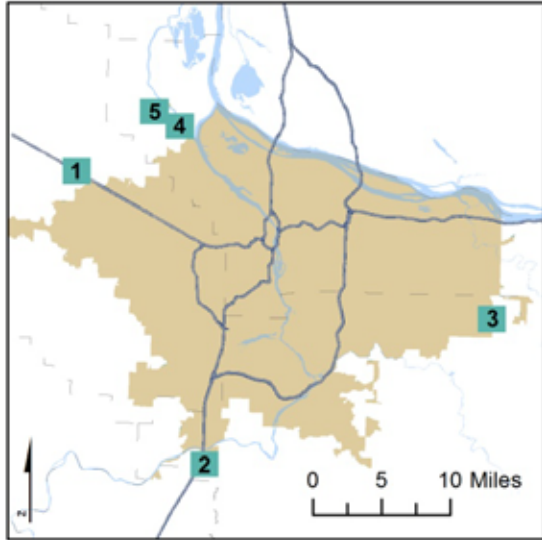
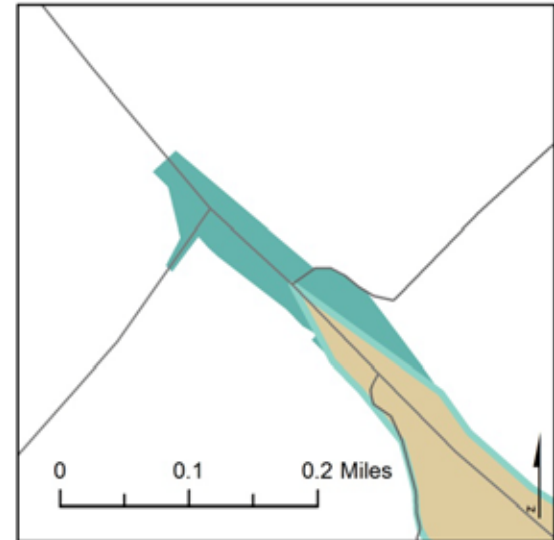
3. Highway 26 & Highway 212



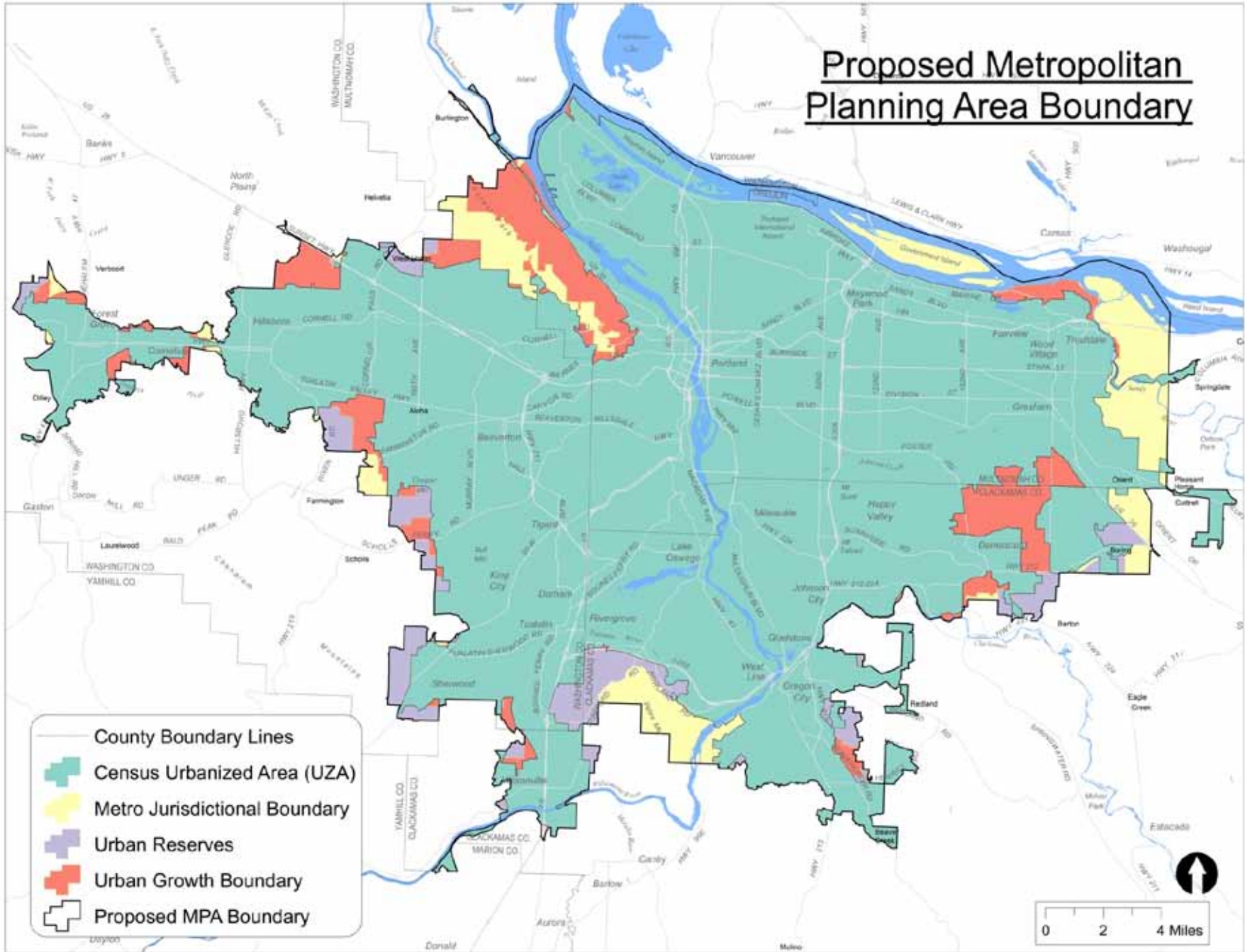
4. Sauvie Island Bridge Interchange

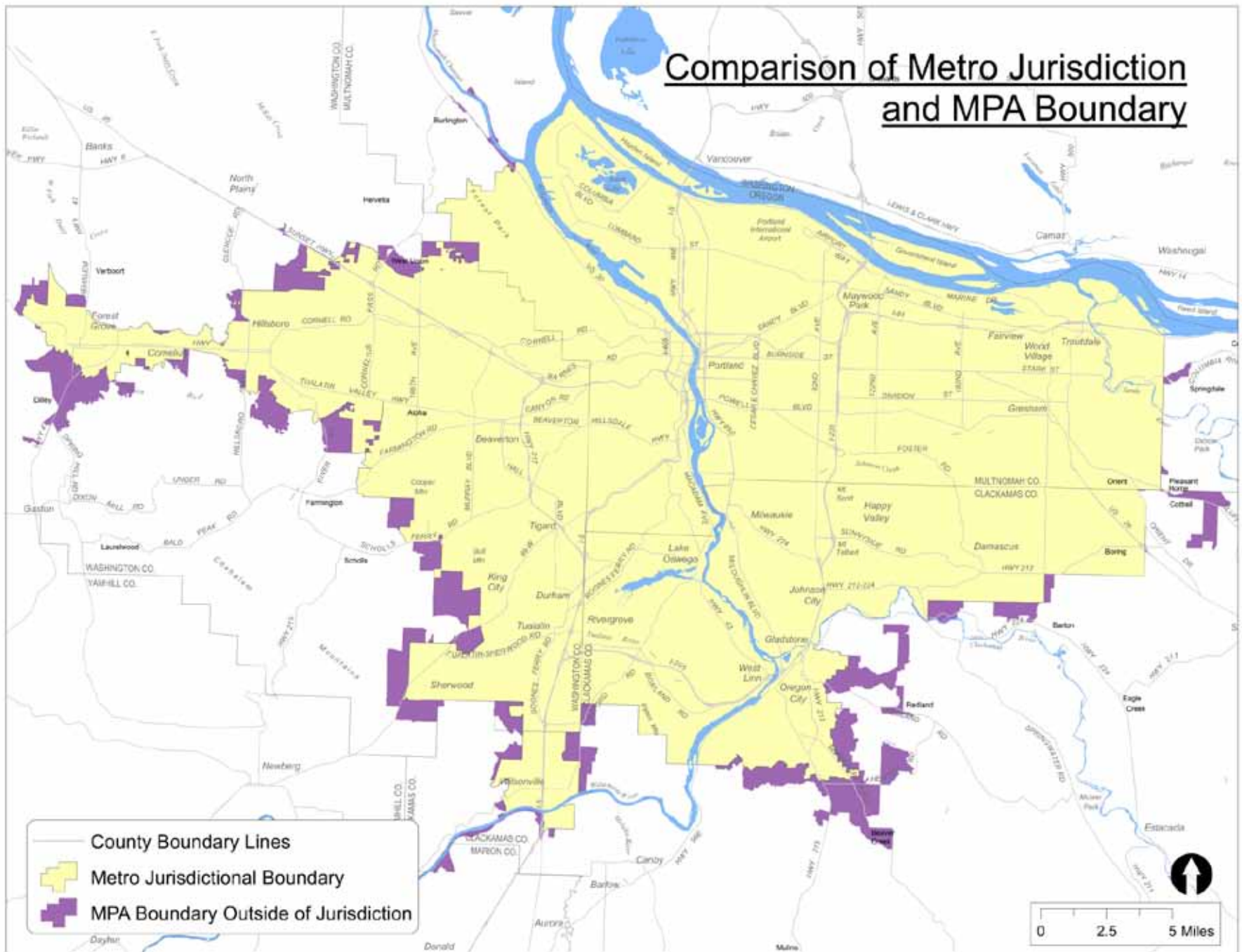


5. Highway 30 & Cornelius Pass

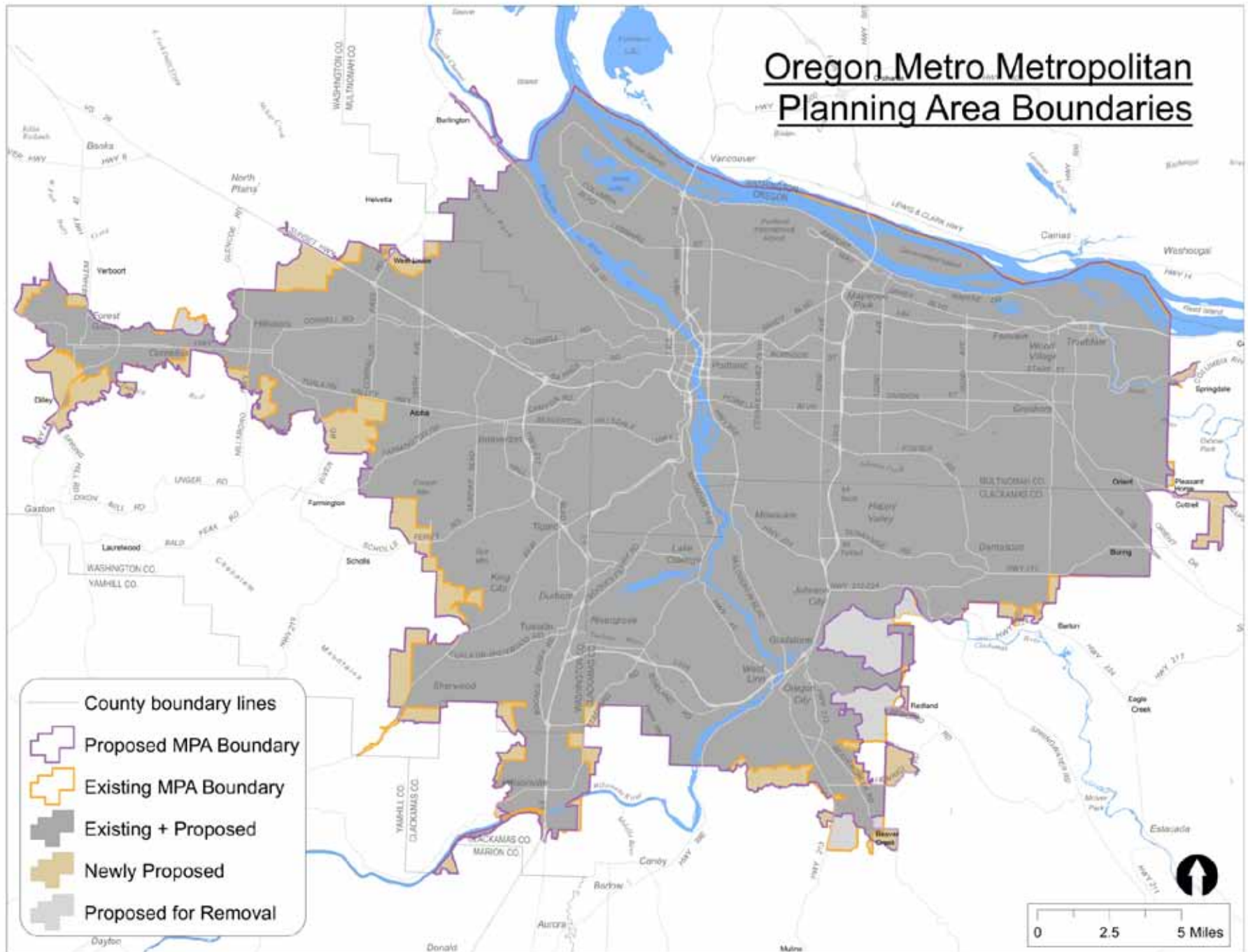






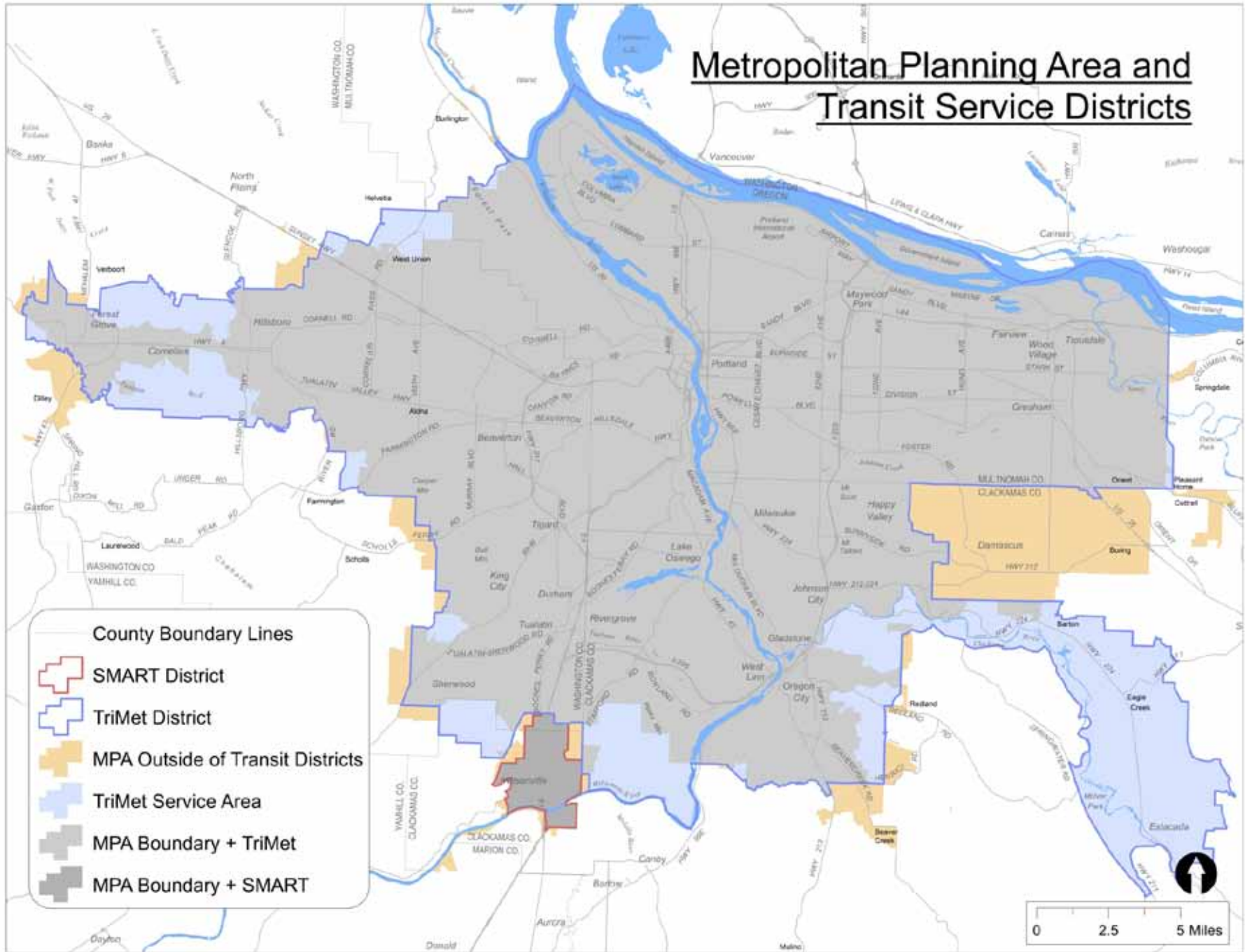


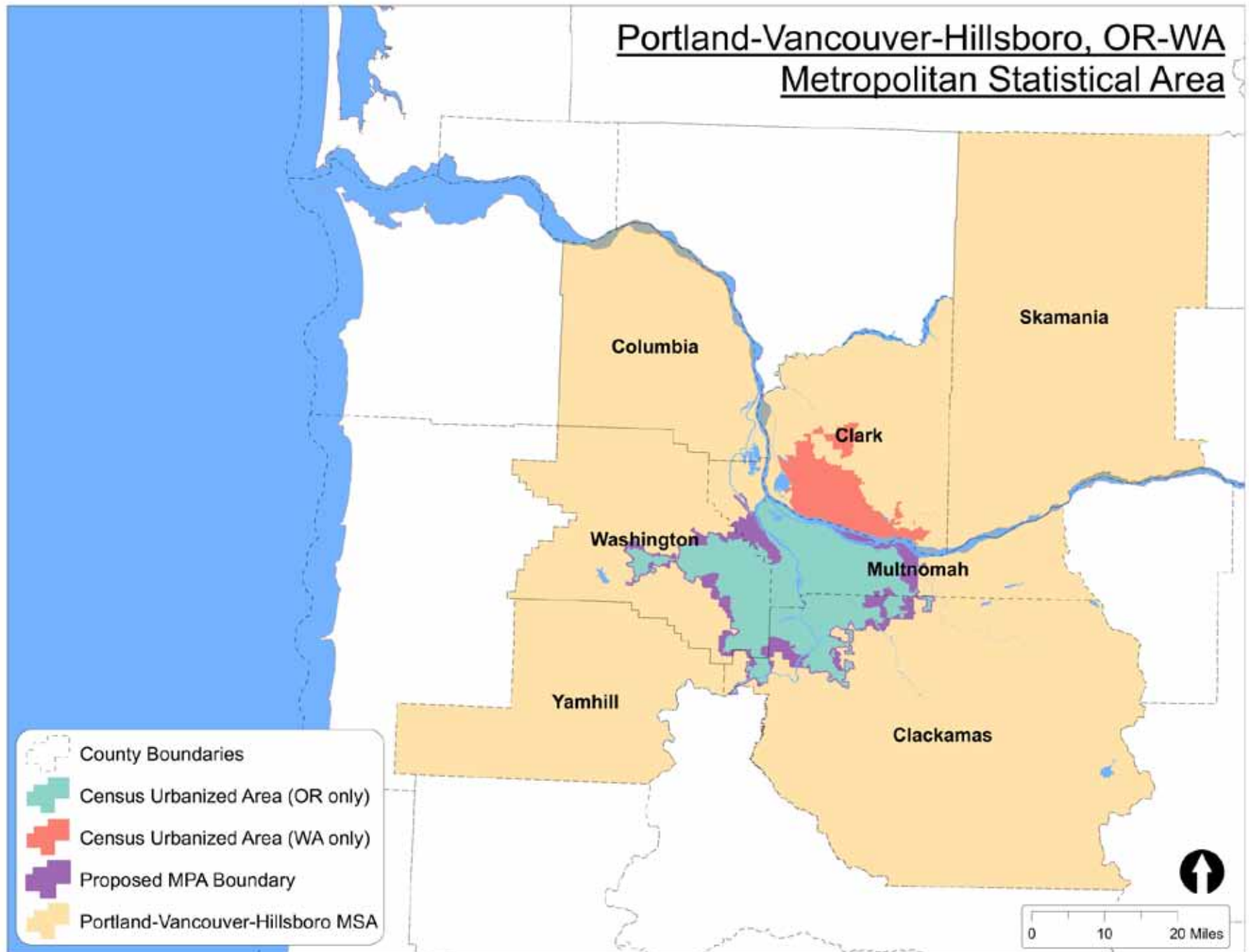






# Metropolitan Planning Area and Transit Service Districts





## **MPA Work Group Questions & Answers**

The change to the MPA boundary as proposed will only have minor impacts to the federal MPO planning processes conducted by Metro. Federal MPO planning processes conducted by Metro include the RTP, MTIP, UPWP, CMP. It's important to note that certain MPO processes such as the RTP also serve state MPO planning processes. The proposed boundary will also have minor impacts in rural reserve areas.

### **Is there an appeal process for federally designated urbanized areas (UZAs)?**

No, there is not an appeal process for federally designated urbanized areas (UZAs). All federal literature clearly specifies that the UZA must be included in the MPA boundary. We have confirmation from the Census Bureau that there is no appeal process for reducing the size of the UZA boundary – only the ability to propose adjusting outward.

### **What are the impacts to how Metro conducts the Regional Transportation Plan (RTP)?**

The MPA boundary as proposed will have a minor impact to the RTP. For the current 2014 RTP update, additional projects in the newly designated planning areas need to be identified if the local jurisdiction wants them to be included. Projects in the RTP project list that have been submitted that are now outside the proposed MPA boundary need to be identified as well. Please notify Metro if there is a need and financial constraint issue if such projects are still to be listed under the financially constrained RTP list.

### **What are the impacts to how Metro conducts the 4 capital improvement program (MTIP)?**

The MPA boundary as proposed will have a minor impact to the MTIP. Projects located within the MPA boundary are eligible for urban-STP, CMAQ and TAP funding distributed through the MPO. Projects outside the boundary are eligible only if it can be demonstrated that they have a significant impact on the transportation network within the MPO boundary. Any regionally significant project or projects receiving ODOT administered funding (Enhance or Fix-It) or federal transit funding must be included in the MTIP if they are located within the MPA boundary. The impact of being within the MPA boundary has little to no impact on projects receiving those funds – it is primarily a project and air quality modeling coordination effort.

### **What are the impacts to how Metro conducts the unified work program (UPWP)?**

The MPA boundary as proposed will have a minor impact to the UPWP. The description of planning activities that are funded will change based on how they apply to areas within the MPA boundary. Any needed updates to the UPWP planning descriptions will take place with the development of the 2015-2016 UPWP

### **What are the impacts to how Metro conducts the congestion management process (CMP)?**

The MPA boundary as proposed is anticipated to have no impact to the CMP. The CMP analysis includes forecasts of trip from the regional TAZ model system. This includes forecasts and even some (but not necessarily all) anticipated projects outside the current MPA boundary. So much of the area proposed to now be included in the MPA boundary is already accounted for in the analysis that leads to the strategies portion of the CMP. During the next update of the CMP analysis, adjustments to model inputs (such as project impacts on facility capacity) will be re-evaluated and any new information about projects within the MPA boundary will be updated at that time.

**What are the impacts to how Metro conforms to the State Implementation Plan for air quality and transportation related emissions?**

The MPA boundary as proposed is anticipated to have no impact to the State Implementation for air quality and transportation related emissions. Projects should already be accounted for with the regional travel model's TAZs. Any project within newly added MPA boundary will be subject to the RTP and MTIP being regionally conformed prior to eligibility for federal funds. Given recent air quality models results, we do not anticipate any issues conforming the RTP or MTIP in the future.

**What are the impacts to highway functional classification?**

ODOT will be leading the update process for federal functional classification designations (Title 23, Section 103, USC). The regional transportation planning work to functionally classify facilities for state land use planning purposes only has authority within the Metro boundary, not the MPA boundary. Therefore, you would not need to update the functional classification of any facility outside the Metro Boundary to maintain consistency with the RTP for state planning purposes.

**What is the impact on rural reserves and rural land that are now included within MPA boundary?**

The impact on transportation facilities in rural areas of being included in the MPA boundary is expected to be minimal. Even though the federal functional classification of a transportation facility may change due to the MPA boundary, it does not change state requirements and limitations. Transportation facilities in rural areas as defined by the state - areas outside of the Metro jurisdictional boundary - but included within the federally recognized Metro area MPA boundary will still be required to meet the State Transportation Planning Rules, in particular 660-012-0065 and 660-012-0070. TPR rule 660-012-0065 defines what type of transportation facilities are permitted on rural lands, which are primarily limited to safety enhancements. TPR rule 660-012-0070 defines the process and limitations set in place for exceptions rural land transportation improvements. However, the authority to implement these state planning functions resides with the governing local agency in coordination with the state, and is not impacted by the federal MPA area designation or the federal functional classification.





**Marion County**  
OREGON

Board of Commissioners



(503) 588-5212  
(503) 588-5237 - FAX

April 21, 2014

**BOARD OF  
COMMISSIONERS**

Samuel Brentano  
Patricia Milne  
Janet Carlson

Tom Hughes  
Metro Council President  
600 NE Grand Ave  
Portland OR 97232

Craig Dirksen  
Metro Council, Chair  
600 NE Grand Ave  
Portland OR 97232

**CHIEF  
ADMINISTRATIVE  
OFFICER**

John Lattimer

Dear Mr. Hughes and Mr. Dirksen:

We are writing to respond to the inclusion of the Marion County Butteville area into the Metro Metropolitan Planning Area (MPA). We understand that this inclusion is federally mandated by the Census and that it occurred after the 2000 Census, though it has only recently come to our attention. Attached is a map of the proposed MPA boundary in the Butteville area.

The Board of Commissioners has already expressed our objections to other areas of Marion County being included in MPAs. This letter inquiring about the inclusion of Butteville in an MPA does not change the county's stance with regard to our position on this topic. We strongly disagree with the inclusion of the Butteville area inside the Metro MPA. We believe the Census Bureau's methodology is flawed and should not be forced on local governments.

The method used by the census to determine MPA boundaries is problematic in a state such as Oregon with a strong system of using urban growth boundaries to plan for and manage growth in urban areas. The census method uses roadways to connect urban areas of the state which are not intended to be connected. The Butteville area and the Portland Metro region are not related to each other's population growth and planning and transportation issues differ significantly between the areas.

The Board recognizes that the Metro Metropolitan Planning Organization (MPO) and the MPA are state and federal designations that exist for the purpose of determining how to spend federal transportation funds on local projects. Neither the Metro MPO nor the Metro MPA is the same as Metro, a jurisdiction that exists to provide planning and public services in the Portland area. However, it must be noted that the Board does not support any consideration that the addition of the

Butteville area to the Metro Metropolitan Planning Area is a step toward Butteville being included in the jurisdiction of Metro.

The Board also intends, to the greatest extent possible, to keep the Butteville area from being subject to requirements that are not mandated by federal law. For instance, because of the Butteville area's distance from, and lack of a system connection to significant transportation routes in the MPA, the Board particularly notes that the Butteville area should not be included in the MPO's plans regarding mobility, congestion management and air quality.

The Marion County Board of Commissioners asks the following questions of Metro and the Metro MPO with regard to the Butteville area:

- By what authority does the Metro MPO include the Butteville area in the MPA boundary?
- What role do Metro and the Metro MPO intend to take in planning for the Butteville area, particularly related to transportation planning?
- How do Metro and the Metro MPO foresee Marion County's involvement in the MPO's actions as it relates to the Butteville area?
- Regardless of whether they receive federal funds, will road projects be impacted by Metro MPO rules or requirements by virtue of the road projects being inside the urbanized area boundary?
- Will Marion County be allowed to request federal funds allocated to the MPO for eligible projects on county roads?
- The inclusion of a small, rural community that is non-contiguous to the MPO boundary is clearly not in the best interests of either of our jurisdictions. How can we work together to prevent this type of situation from occurring in future decennial Census updates? For example, could this be done through involvement with the Federal Register comment process, and if so, how do we participate jointly in that process in future decennial Census updates?

We look forward to hearing from you regarding these questions.

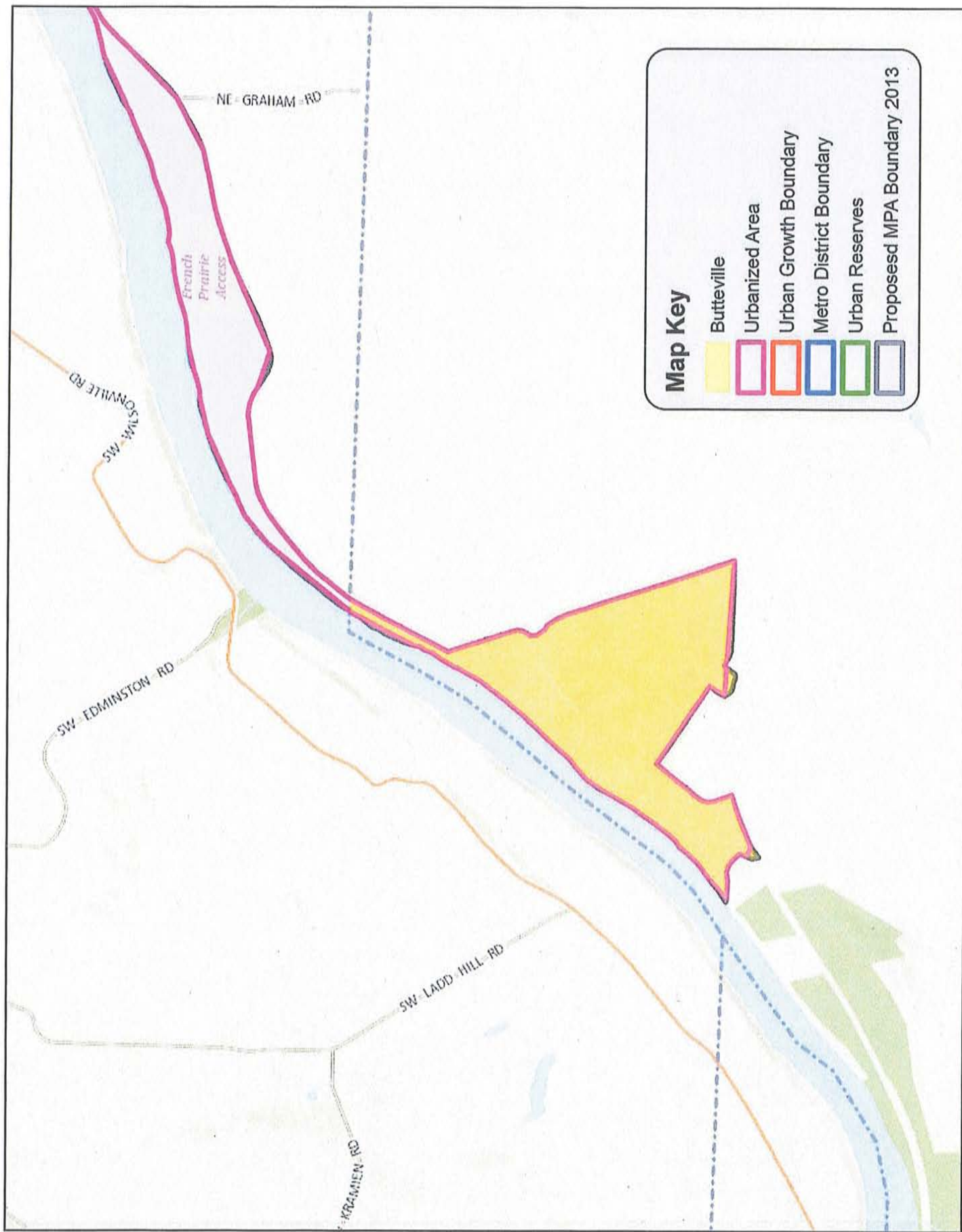
Sincerely,



Sam Brentano  
Chair

cc: The Honorable Ron Wyden  
The Honorable Jeff Merkley  
The Honorable Representative Suzanne Bonamici  
The Honorable Representative Earl Blumenauer  
The Honorable Representative Peter DeFazio  
The Honorable Representative Kurt Schrader  
Elissa Gertler, Metro Director of Planning and Development







May 1, 2014

The Honorable Sam Brentano  
Marion County Board of Commissioners  
PO Box 14500  
Salem, OR 97309

Dear Chair Brentano:

Thank you for your letter regarding the designation of the federal Metropolitan Planning Area boundary for the Oregon portion of the Portland-Vancouver greater metropolitan area. As the designated Metropolitan Planning Organization to carry out federal transportation planning for this area, we appreciate your interest in this matter.

As your letter noted, the federal Census Bureau uses a methodology to designate urbanized area boundaries that serve as the minimum area to be included in the metropolitan planning area. The Butteville area within Marion County has been federally designated as a part of the Portland-Vancouver urbanized area. Our staff inquired about the possibility of excluding portions of the designated urbanized area from the proposed metropolitan planning area boundary but federal direction was clear that this was not a possibility.

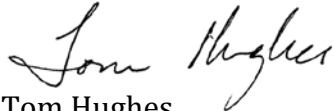
We agree with your statement that the method and process for defining urbanized areas and designating metropolitan planning area boundaries for federal transportation purposes is problematic for Oregon where strong growth management planning programs exist. We would appreciate working with you in the future to advocate for changes to federal rules that we all agree would better reflect Oregon's needs and unique planning program.

Furthermore, we want to reiterate that this boundary update only affects the federal metropolitan transportation planning functions that Metro performs as a Metropolitan Planning Organization. It does not affect Metro's jurisdictional boundary or the state comprehensive planning functions we perform within our jurisdictional boundary.



We have attached answers, prepared by staff, to the specific questions included in your letter. Please let us know if you have any further questions or concerns.

Sincerely,



Tom Hughes  
Metro Council President



Craig Dirksen  
Chair, Joint Policy Advisory Committee on  
Transportation

Cc: Commissioner Janet Carlson  
John Lattimer, COO Marion County  
Elissa Gertler, Metro Director of Planning and Development

## **Response to questions posed by the Marion County Board of Commissioners regarding the Metro MPO and the Butteville area**

### **By what authority does the Metro MPO include the Butteville area in the MPA boundary?**

The Code of Federal Regulations (23 CFR Part 450 and 49 CFR Part 613) defines the Metropolitan Transportation Planning Final Rule. This code defines the purpose and scope of metropolitan transportation planning process and the process to designate Metropolitan Planning Organizations and metropolitan planning area boundaries.

### **What role does Metro and the Metro MPO intend to take in planning for the Butteville area, particularly related to transportation planning?**

The Butteville area will be included in any federally required transportation planning activity for urban areas. Previously, the Oregon Department of Transportation performed all federally required transportation planning functions for the Butteville area as a rural area. (Rural areas have different federal transportation planning requirements from urban areas).

Federally required transportation planning activities for urban areas include development of a long-range transportation plan, a metropolitan transportation improvement program, a unified planning work program, and a congestion management process. The long-range plan and improvement program are required to be conformed to emission budgets for air quality.

### **How do Metro and the Metro MPO foresee Marion County's involvement in the MPO's actions as it relates to the Butteville area?**

Metro and the Joint Policy Advisory Committee on Transportation (JPACT) would welcome discussions of how you would be interested in participating in MPO activities related to the Butteville area.

Conversations with Marion County staff indicated that an initial level of appropriate coordination would be to have staff included on the mailings of the Transportation Policy Alternatives Committee and the Joint Policy Advisory Committee on Transportation. These bodies help develop and provide recommendations to the Metro Council on MPO activities.

Marion County staff could monitor MPO activities and notify Metro and the Marion County Commission if there are areas of interest or concern regarding Butteville. Metro staff would also contact Marion County staff directly when coordination on federal transportation planning activities warranted direct activity by the County.

**Regardless of whether they receive federal funds, will road projects be impacted by Metro MPO rules or requirements by virtue of the road projects being inside the urbanized area boundary?**

The impact we have identified regards the federal highway functional classification system (Note: this is distinct from the functional classification system and associated requirements required by state comprehensive planning). Highways within an urbanized area will be functionally reclassified in the federal functional system during the next classification update process. Having a roadway classified in the federal functional classification system is one of the determinants for eligibility for federal transportation funding.

**Will Marion County be allowed to request federal funds allocated to the MPO for eligible projects on county roads?**

Yes, Marion County may request federal transportation funds for eligible transportation projects within the metropolitan planning area boundary. Under the involvement described above, County staff will receive notice of the allocation process as it is developed and conducted.

**How can we work together to prevent this type of situation from occurring in future decennial Census updates?**

Metro would appreciate working with you on opportunities to comment on federal rules regarding the designation of Metropolitan Planning Area boundaries. These opportunities often arise through Federal Register comment processes on new transportation authorization legislation. We can also explore opportunities to comment on the methodology the Census Bureau utilizes to designate urbanized areas. We will ask Metro staff to coordinate with Marion County staff to seek out these opportunities.



**DATE:** April 30, 2014  
**TO:** JPACT and Interested Parties  
**FROM:** Kim Ellis, Principal Transportation Planner  
**SUBJECT:** Climate Smart Communities Scenarios Project – Update on 2014 Public Engagement Activities

**PURPOSE**

The memo transmits the April 11 straw poll results and summary reports of recently completed engagement activities for JPACT consideration in shaping the draft preferred approach.

**ACTION REQUESTED**

No action is requested at this time.

**BACKGROUND**

The Climate Smart Communities Scenarios Project was initiated in response to a mandate from the 2009 Oregon Legislature to reduce per capita greenhouse gas emissions from cars and small trucks by 20 percent below 2005 levels by 2035. The goal of the project is to engage community, business, public health and elected leaders in a discussion to shape a preferred approach that accommodates expected growth, meets the state mandate and supports local and regional plans for downtowns, main streets and employment areas. The project is in its third and final phase. **Figure 1** provides a summary of Phase 3 engagement activities and Council milestones for reference.

**FIGURE 1. PHASE 3 PROJECT MILESTONES AND PUBLIC PARTICIPATION OPPORTUNITIES**



In February, MPAC and JPACT approved moving forward with the eight-step process to shape and adopt a preferred approach in 2014. As recommended by the Metro Policy Advisory Committee (MPAC) and JPACT, the preferred approach that is developed will start with the plans cities, counties and the region have adopted - from local zoning, capital improvement, comprehensive and transportation system plans to the 2040 Growth Concept and regional transportation plan - to create great communities and build a vibrant economy.

From January to April 2014, Metro facilitated a Community Choices discussion to explore policy choices and trade-offs. The engagement activities built upon earlier public engagement to solicit feedback from public officials, business and community leaders, interested members of the public and other identified audiences. Interviews, discussion groups, and statistically valid public opinion research were used to gather input on:

- perceptions of the region's transportation system
- perceptions of access to jobs, and affordable housing and transportation options
- perceptions of the feasibility of implementing key strategies under consideration
- perceptions of investment priorities and infrastructure finance
- general willingness to support key strategies under consideration
- general willingness to pay more for key strategies under consideration
- general willingness to take personal actions to reduce greenhouse gas emissions.

#### **CHANGES SINCE JPACT LAST CONSIDERED THIS ITEM**

- On April 11, a **joint meeting of JPACT and MPAC** was held. Findings and emerging themes from recently completed engagement activities were presented. Members and alternates participated in a straw poll after discussion of the six remaining policy areas. This memo formally transmits the April 11 straw poll results (**Attachment 2**) and summary reports documenting each public engagement activity for JPACT consideration (**Attachments 3-5**).
- Council and staff **briefed local governments** on the straw poll results from the April 11 joint meeting and project next steps, primarily through the county-level coordinating committees, the Metro Technical Advisory Committee (MTAC), Transportation Policy Advisory Committee (TPAC) and JPACT. MPAC will be briefed on May 14. MPAC and JPACT members have been asked to bring input from their respective coordinating committees to share at the May 30 joint meeting and inform shaping a recommendation for the Metro Council on a draft preferred approach. JPACT members are requested to report back from the county-level coordinating committees at the second joint meeting on May 30.
- Staff **updated the project schedule** to add three joint TPAC/MTAC workshops and adjust the fall public comment period and adoption schedule (**Attachment 1**). The project continues to be on track to meet its legislative and administrative mandates.
- **Staff continued to coordinate outreach** being conducted with the planned comment period for the 2014 RTP update, the Metropolitan Transportation Improvement Program for 2014-18

and the Regional Active Transportation Plan. An online comment tool gathered input from March 21 through May 5 that will also inform the CSC project. Three community discussion events hosted by Metro Councilors were held in April, one in each county, to engage the public in the planning decisions being considered by the Metro Council this year. A summary report of these activities will be available in May.

On May 12, TPAC and MTAC will participate in a workshop to begin shaping a recommendation to MPAC and JPACT on the draft preferred approach, considering the April 11 straw poll results, and input from the public and coordinating committees as a starting point.

On May 30, MPAC and JPACT will consider the MPAC/JPACT member survey results, feedback from the county-level coordinating committees and recommendations from MTAC and TPAC on shaping the draft preferred approach. The joint meeting will conclude with a formal recommendation to the Metro Council from each committee. The recommendation on the draft preferred approach will be considered tentative, subject to final evaluation and public review.

In June, the Metro Council will then consider JPACT and MPAC 's recommendation. The action is anticipated to direct staff to move forward with Steps 6-8 of the process, which includes evaluating the agreed-upon draft preferred approach, reporting back on the results of the evaluation in September and preparing Regional Framework Plan amendments and a near-term implementation plan for public review during the fall public comment period.

Attachments:

- Attachment 1. 2014 Regional Advisory Committee Meetings (updated 4/15/14)
- Attachment 2. Straw poll results from April 11 joint JPACT/MPAC meeting (4/15/14)
- Attachment 3. Community Conversations Report (March 28 and April 2, 2014)
- Attachment 4. DHM Research Telephone Survey prepared for Metro Climate Smart Communities Project (March 2014)
- Attachment 5. DHM Research Focus Groups prepared for Metro Climate Smart Communities Scenarios Project (March 7, 2014)
- Attachment 6: Opt In Climate Smart Community Survey Summary Report (April 2014)



**CLIMATE SMART COMMUNITIES SCENARIOS PROJECT**

[www.oregonmetro.gov/climatescenarios](http://www.oregonmetro.gov/climatescenarios)

Climate Smart Communities Scenarios Project

# Straw poll results from April 11 joint JPACT/MPAC meeting

April 15, 2014




1

**CLIMATE SMART COMMUNITIES SCENARIOS PROJECT**

## Where we've been & where we are headed

PHASES 1 & 2		PHASE 3	
Understand Choices 2011-2012	Shape Choices Jan.-Oct. 2013	Shape Preferred Nov. 2013-June 2014	Adopt Preferred Sept.-Dec. 2014



Straw poll results from April 11 joint JPACT/MPAC meeting

2

## What the future might look like in 2035



### RECENT TRENDS

This scenario shows the results of implementing adopted land use and transportation plans to the extent possible with existing revenue.



### ADOPTED PLANS

This scenario shows the results of successfully implementing adopted land use and transportation plans and achieving the current RTP, which relies on increased revenue.



### NEW PLANS & POLICIES

This scenario shows the results of pursuing new policies, more investment and new revenue sources to more fully achieve adopted and emerging plans.

*Scenarios approved for testing by Metro advisory committees and the Metro Council in May and June 2013*

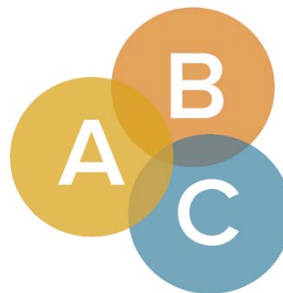
Straw poll results from April 11  
joint JPACT/MPAC meeting

3

## Choices to make on May 30...

To realize our shared vision for healthy and equitable communities and a strong economy while reducing greenhouse gas emissions...

- How much **transit** should we provide by 2035?
- How much should we use **technology** to manage the system by 2035?
- How much should we expand the reach of **travel information** by 2035?



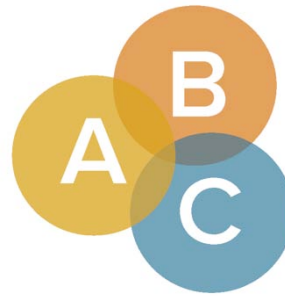
Straw poll results from April 11  
joint JPACT/MPAC meeting

4



## ...Choices to make on May 30

- ❑ How much of the planned **active transportation** network should we complete by 2035?
- ❑ How much of the planned **street and highway** network should we complete by 2035?
- ❑ How should local communities manage **parking** by 2035?

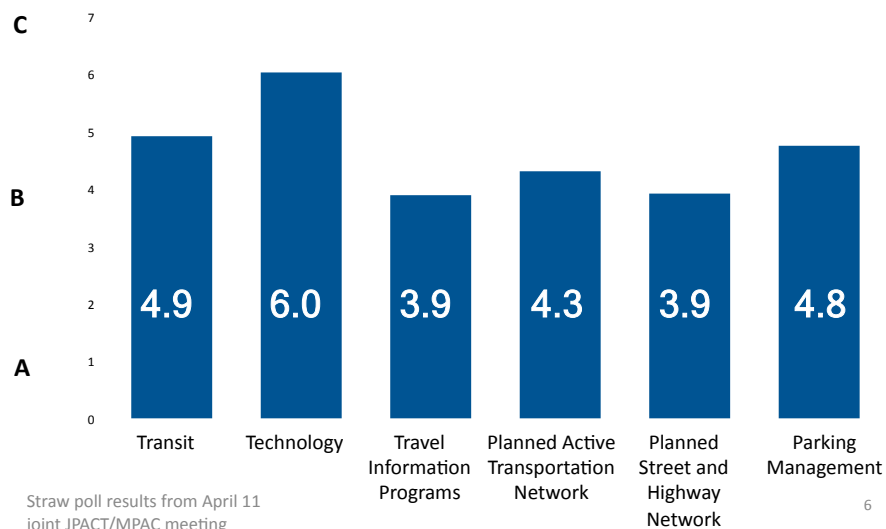


Straw poll results from April 11  
joint JPACT/MPAC meeting

5

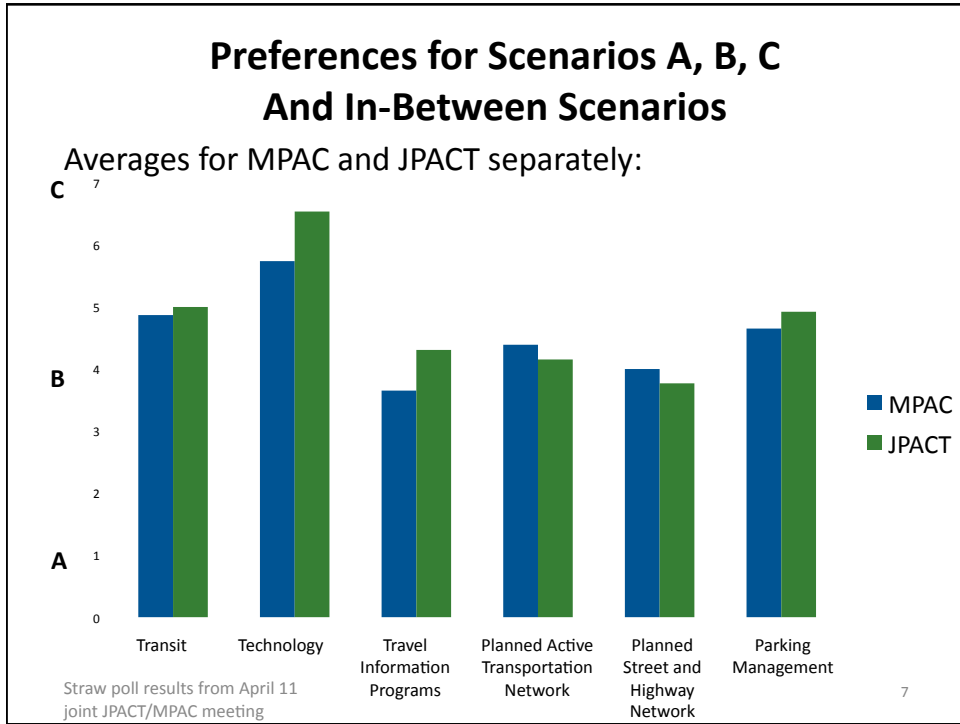
## Preferences for Scenarios A, B, C And In-Between Scenarios

Averages of all respondents (mean):



Straw poll results from April 11  
joint JPACT/MPAC meeting

6

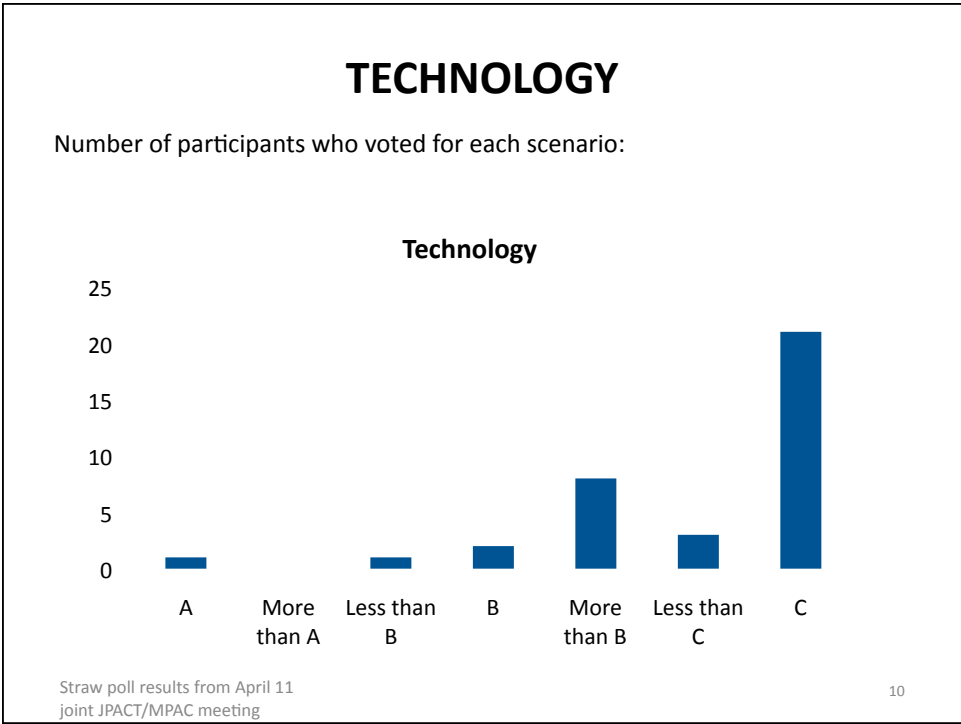
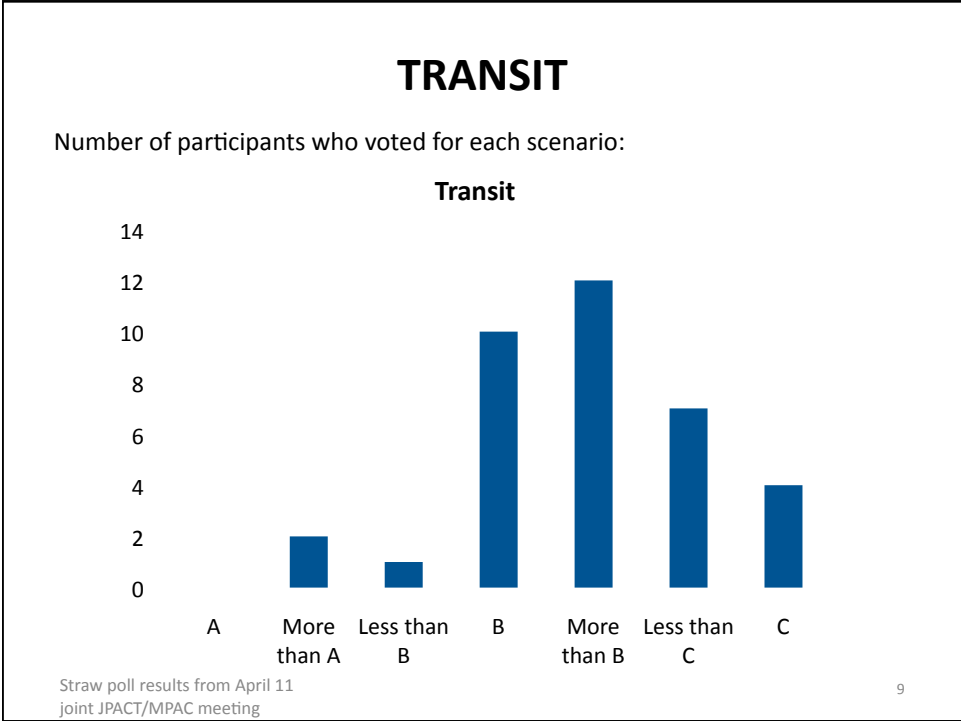


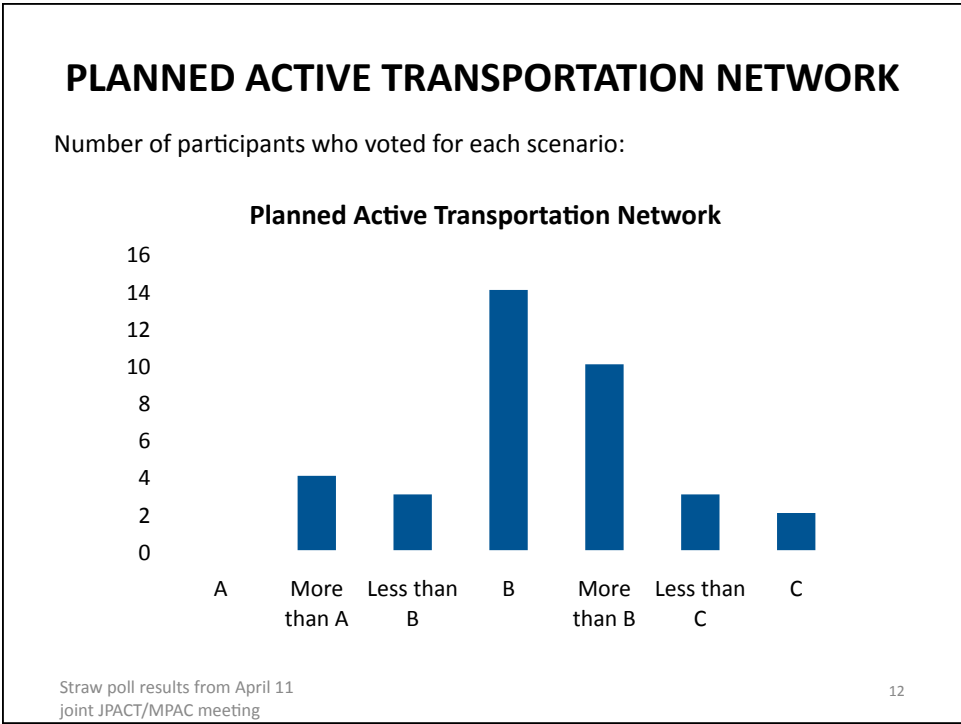
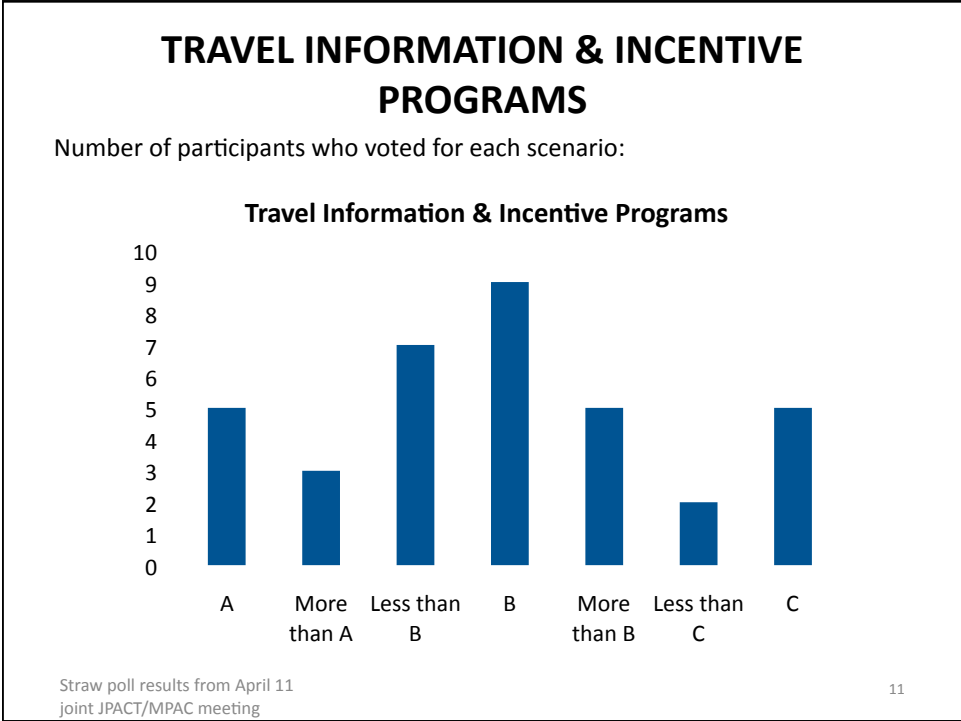
### Preferences for Scenarios A, B, C And In-Between Scenarios

**Ranges of Responses for Each Component**  
Number of participants who voted for each scenario:

	Transit	Technology	Travel Information Programs	Planned Active Transportation Network	Planned Street and Highway Network	Parking Management
C	4	21	5	2	3	9
Less than C	7	3	2	3	0	4
More than B	12	8	5	10	6	5
B	10	2	9	14	14	12
Less than B	1	1	7	3	9	2
More than A	2	0	3	4	3	1
A	0	1	5	0	1	3
<b>Total Participants</b>	<b>36</b>	<b>36</b>	<b>36</b>	<b>36</b>	<b>36</b>	<b>36</b>

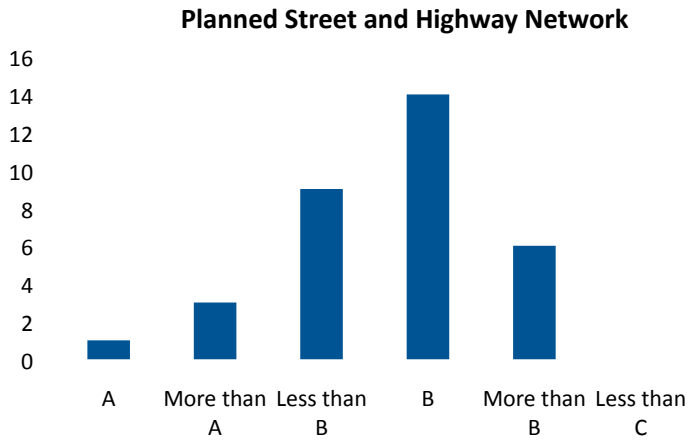
Straw poll results from April 11 joint JPACT/MPAC meeting





## PLANNED STREET AND HIGHWAY NETWORK

Number of participants who voted for each scenario:

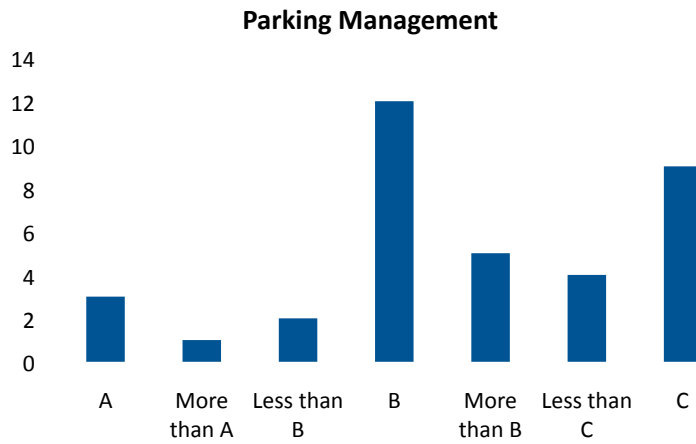


Straw poll results from April 11  
joint JPACT/MPAC meeting

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## PARKING MANAGEMENT

Number of participants who voted for each scenario:



Straw poll results from April 11  
joint JPACT/MPAC meeting

14

## Immediate next steps

<b>WEEK OF APRIL 14</b>	Report results of meeting
<b>MAY 1-5</b>	Members report to county coordinating committees
<b>MAY</b>	TPAC and MTAC shape draft option for consideration on May 30
<b>MAY 30</b>	JPACT and MPAC rec'd on draft preferred approach and begin funding discussion
<b>JUNE 19</b>	Council direction on draft preferred approach

Straw poll results from April 11  
joint JPACT/MPAC meeting

15

## Final steps in 2014

<b>JUNE – AUGUST</b>	Staff evaluates draft preferred & develops implementation rec'ds with TPAC and MTAC
<b>SEPTEMBER</b>	Report back results and begin 45-day public comment period
<b>SEPT. – DEC.</b>	Public review of draft preferred approach & final adoption

Straw poll results from April 11  
joint JPACT/MPAC meeting

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March 07, 2014

To: Peggy Morell, Metro  
Fr: John Horvick & James Kandell, DHM Research  
Re: Climate Smart Communities Focus Group Summary

## 1. INTRODUCTION & METHODOLOGY

Davis, Hibbitts & Midghall, Inc. (DHM) conducted three focus groups for Metro to gauge residents' willingness to support specific strategies under consideration to reduce per capita tailpipe emissions. The purpose of these groups was to collect feedback from residents on 5 strategies currently under consideration by Metro.

**Research Design:** Focus groups were conducted on February 22<sup>nd</sup>, 2014, between the hours of 9:00 and 2:30. Groups were 90 minutes in length and led by a professional moderator (Vice President and Director of Research at DHM Research). The groups were divided by geography, with one group each consisting of residents from Clackamas, Washington, and Multnomah counties. A total of 22 people participated, who were recruited randomly from a list of registered voters. Participants completed written exercises which are included in the appendices that follow this report.

**Statement of Limitations:** A professional moderator led the focus groups, which included written exercises and group discussions. Although research of this type is not designed to measure the attitudes of a particular group with statistical reliability, it is valuable for giving a sense of the attitudes and opinions of the population from which the sample is drawn.

This report summarizes key findings from the discussions. Each section reviews a major topic and includes representative quotations, as well as evaluative commentary. The quotations and commentary are drawn from both written exercises and the conversations.<sup>1</sup> The referenced Appendices provide complete responses to all written exercises.

**DHM Research:** Davis, Hibbitts & Midghall, Inc. (DHM Research) has been providing opinion research and consultation throughout Oregon and the Pacific Northwest for over three decades. The firm is non-partisan and independent, and specializes in research projects to support community planning and public policymaking. [www.dhmresearch.com](http://www.dhmresearch.com)

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<sup>1</sup> We have selected quotations from the discussions and written exercises to represent the range of opinions regarding a topic, and not to quantitatively represent the expressed attitudes. We have edited quotations as appropriate to correct punctuation and to eliminate non-relevant or repetitive intervening comments, asides such as "you know," "I mean," and the superfluous adverbs of everyday speech.

## 2. | KEY FINDINGS

### 2.1 | Short and Long-Term Issues

Participants were asked to make two lists. First, a list of issues they would like their local and regional elected officials to do to improve their community right now. Second, a list of issues they would like officials to address in the next 20 years. Additionally, participants were asked to indicate which issue they felt was most important.

#### Short-term Issues

Participants in all groups mentioned a variety of issues. Common issues considered most important included the economy and jobs, education, and road maintenance. Greenhouse gas emissions and the environment were not top of mind short-term issues.

#### Long-term Issues

There were many similarities among groups as to what they wanted officials to address in the next 20 years. Many of the top long-term issues were similar to short-term issues. Participants said they would like to see officials address the economy and jobs, education, and traffic congestion/infrastructure. While transportation and infrastructure were mentioned, specific mentions of transit did not rise to the top for most. Again, greenhouse gas emissions and the environment were not top of mind long-term issues.

*"Improve the quality of our education and the options for education."* – Clackamas

*"I wish there were more opportunities for jobs for everybody. I worry about people being out of work."* - Multnomah

*"Bureaucratic rules for small businesses that seem to make it overwhelming for small businesses to do business."* - Washington

*"The most immediate issue is road improvements in my neighborhood. In southeast, a lot of roads are unimproved roads, dirt roads, super horrible potholes, missing streetlights."* - Multnomah

*"I would like to see better balance on the transportation infrastructure...We don't have systems that will support us for the next 10 to 20 years from an automobile transportation standpoint"* - Washington

*"The traffic is getting worse and worse. I know they have the light rail thing going, but they need to have longer-term planning than just one little light rail going into downtown Portland."* - Clackamas



## 2.2 | Reduced Greenhouse Gas Emissions Targets

Participants were given handouts which explained the State’s mandate on greenhouse gas reduction and Metro’s task of reducing tailpipe emissions. They were then asked to indicate whether they felt the targets were good or poor for the state and the Portland region.

**All things considered, would you say these targets are very good, good, poor, or very poor for the state and Portland region?**

	Multnomah County	Washington County	Clackamas County	TOTAL
Very good	3	1	1	5
Good	4	4	3	11
Poor	0	3	1	4
Very poor	1	0	0	1
Don’t know/No answer	0	0	1	1

Source: DHM Research, February 2014

Most felt that the targets were either very good or good for the state and the Portland region. In general, those who felt the targets were good did so because of the positive environmental impacts. As one participant from Multnomah County put it *"I think any idea we have as far as keeping our environment as pristine as possible is a very good idea."*

Participants who felt the targets were poor did so mainly based on the timeliness of implementation. For some, there appeared to be a misunderstanding that work to reduce emissions would not begin until the year 2035. Others felt the timeline was not aggressive enough. When communicating with the public, it will be important to highlight the fact that Metro is already working on solutions now and not waiting until the date of the mandate. There was some confusion around this point.

*"I'm not against the goal. I don't think that it's soon enough. I think they need to be a lot more aggressive."* – Clackamas

*"The idea is good. The timeline, measurement, I think there is more they can do right now."* - Washington

*"I am for clean air, and I am for reduced tailpipe emissions. I don't think this should be a state or a Metro issue."* - Multnomah

## 2.3 | Meeting Obligation to Reduce Tailpipe Emissions

Participants were asked to generate their own list of ways that the Portland region can meet its obligation to reduce tailpipe emissions from cars and small trucks by 2035. They were then asked to indicate which method they thought would have the greatest impact and which method they thought would be most achievable.

## **Greatest Impact**

Participants had a variety of ideas of how the Portland region can meet its obligation. *Transit accessibility, coverage and frequency* were common themes that came up in most groups.

*"Where I live, the bus only runs once an hour. So, if they improved the transit and maybe put in more, then it will open up jobs."* - Clackamas

*"I think we would have great results if we went and added more to the bus system...because the bus system is very efficient."* - Multnomah

Fuel efficient vehicles was another common theme mentioned in all groups. Ideas ranged from larger tax incentives for purchasing a vehicle of this type to requiring all public fleets to use fuel efficient vehicles.

*"The state and city police should be electric or hybrid."* - Multnomah

*"I agree with the electric cars. I really like the idea of it. If it was made more viable and easier to obtain, I think a lot more people would do it."* - Washington

*"They should have rebates or do something to encourage people to use their own form of transportation that is environmentally friendly."* - Clackamas

## **Most Achievable**

Again, ideas that were thought to be most achievable varied greatly. An education campaign around how tailpipe emissions can be reduced was mentioned by some. *"I think there needs to be a public education campaign about your driving habits."* Incentives for alternative travel methods was another strategy that came up in multiple groups. This ranged from tax incentives to employer incentives. Expanding transit was also one of the more common themes and included both bus and light rail expansion.

## 2.4 | Priorities of Strategies

Participants were shown a list of different strategies for planning in the region and asked to divide \$100 between them with the goal of making the Portland region a great place for them and their family to live.

Strategy	Mult Co	Wash Co	Clack Co	TOTAL
<b>Maintain and make transit more convenient, frequent, accessible and affordable</b>	\$38	\$23	\$38	\$99.00
<b>Use technology and “smarter” roads to manage traffic flow and boost efficiency</b> (e.g., clearing crashes more quickly, traffic signal timing, pedestrian countdown signs, flashing yellow turn arrows)	\$23	\$42	\$14	\$79.00
<b>Provide information to expand use of low carbon travel options and fuel-efficient driving techniques</b> (e.g., provide incentives and information to encourage and support walking, biking and transit use)	\$14	\$16	\$21	\$51.00
<b>Connect more places with sidewalks, pedestrian paths and separated bike paths</b>	\$17	\$12	\$16	\$45.00
<b>Provide incentives and information to encourage and support walking, biking and using transit</b>	\$8	\$7	N/A	\$15.00
<b>Maintain and make streets and highways more safe, reliable and connected</b>	N/A	N/A	\$11	\$11.00

In both Multnomah and Clackamas counties, *maintain and make transit more convenient, frequent, accessible and affordable* received the largest investment. In general, this strategy was seen as having the largest impact by many.

*“I think it will have the greatest impact. To increase the accessibility and availability of public transit is just paramount.” - Clackamas*

*“The only way you’re going to reduce it, in my opinion without coming up with new ways to build cars, is get people out of their own cars and into public transit.” - Clackamas*

In Washington County, *use technology and “smarter” roads to manage traffic flow and boost efficiency* received the largest investment. One participant’s comments as to why he invested the most in this initiative, *“we’re a sprawled community that doesn’t have a lot [of transit]... I think we’re too sprawled to invest heavily at this point in time on the transit.”*

Participants were shown the same list and were asked to divide \$100 again, this time with the goal of the metro region meeting its tailpipe emission reduction targets. They also reviewed a handout showing relative costs and expected impacts of each strategy.

Strategy	Mult Co	Wash Co	Clack Co	TOTAL
<b>Maintain and make transit more convenient, frequent, accessible and affordable</b>	\$36	\$23	\$45	\$104.00
<b>Use technology and “smarter” roads to manage traffic flow and boost efficiency</b> (e.g., clearing crashes more quickly, traffic signal timing, pedestrian countdown signs, flashing yellow turn arrows)	\$30	\$38	\$17	\$85.00
<b>Provide information to expand use of low carbon travel options and fuel efficient driving techniques</b> (e.g., provide incentives and information to encourage and support walking, biking and transit use)	\$16	\$16	\$20	\$52.00
<b>Connect more places with sidewalks, pedestrian paths and separated bike paths</b>	\$11	\$15	\$12	\$38.00
<b>Provide incentives and information to encourage and support walking, biking and using transit</b>	\$6	\$8	N/A	\$14.00
<b>Maintain and make streets and highways more safe, reliable and connected</b>	N/A	N/A	\$7	\$7.00
	\$100	\$100	\$100	

When considering these strategies with the goal of the metro region meeting its tailpipe emission reduction targets, priorities were similar to those when considering the goal of making the Portland region a great place for participants and their families to live. However, access to additional information about relative cost and effectiveness of each strategy did change some participants thinking. Specifically, some shifted money away from transit to support lower cost effective strategies.

*"In my first assessment, I thought transit was most important, and my second, I thought it was still the most important, but I decided to give it less money because there were other things that cost less that were also effective."* – Multnomah

*"If we can accomplish a whole bunch of things without putting a whole lot of money in transit, putting the money into other strategies, I think that's the way to go."* - Washington

Some expressed surprise at the cost and effectiveness of some strategies. One participant in Clackamas County stated, *"I didn't think that it would cost that much for them to make transit more convenient. I was shocked at the cost."* - Clackamas

## 2.5 | Final Message to Metro

Finally, participants were asked for final comments they had for Metro as it develops and implements the state mandate to reduce tailpipe emissions by 2035. Comments varied greatly, but some of the more common and relevant comments focused on a balanced approach.

*"Be careful in just pouring money into things that sound good like bike lanes and public transportation without looking at other issues like traffic congestion that has cars not moving at road speed." – Multnomah*

*"I think looking outside of just transportation can help achieve the goal of lower emissions. If there are reasons for people to stay home, walk, or bike somewhere, or if people feel safe doing so, they make that choice. More convenient shopping/dining/entertainment options would help." - Multnomah*

Other comments include:

*"I really think that they need to buckle down and say, 'Look it has to be done, whether the people like it or not'... The people of southern Oregon and the people of eastern Oregon are going to benefit from the long-term effect of getting these things under control." - Clackamas*

*"If you make public transit easier and 'smarter,' I think it would help a lot of people and make emissions go down greatly. If it didn't take me an hour and a half to go a 30 min distance, I would be more for the idea." – Washington*

*"Yeah, I think it is great that Metro is doing this. I think it is going to have to be linked up with the land use." – Multnomah*

*"I just think that they need to make mass transit more efficient, more affordable, and make more sense." – Clackamas*

*"I would ask Metro to not be shortsighted. As we're lowering emissions and we're burning less fossil fuels, that's affecting revenue. It's affecting revenue for gas taxes and road improvements." - Washington*

## APPENDIX A: Demographics

How long have you lived in Oregon?			
	Multnomah County	Washington County	Clackamas County
Less than 1 year	0	0	0
2-5 years	0	1	0
6-10 years	1	0	1
11-20 years	1	1	1
More than 20 years	6	6	4
No response	0	0	0

Occupation		
Multnomah County	Washington County	Clackamas County
Retired- Graphic Design	Account executive	Law Enforcement
Letter Carrier	Nurse	Warehouse
Internet Consultant	House Wife	Education
Domestic Violence Response Advocate	Office Manager	Retired Airline Pilot
Service Technician	Barista	Sales
Unemployed	Hospitality Industry	Didn't Answer
Preschool Teacher	Telecom	
Didn't Answer	Human Resources	

Education Level			
	Multnomah County	Washington County	Clackamas County
HS graduate or less (1-11)	2	2	0
High school graduate	1	0	0
Some college/2 year degree	3	3	3
College degree/4 year degree	1	1	1
Post college	1	2	2

Household Income			
	Multnomah County	Washington County	Clackamas County
Under \$15,000	2	0	0
\$15,000-\$29,999	1	2	1
\$30,000-\$49,999	0	1	0
\$50,000-\$74,999	5	1	2
\$75,000-\$99,999	0	4	1
\$100,000 +	0	1	2

Age			
	Multnomah County	Washington County	Clackamas County
18-24	0	1	0
25-34	1	1	1
35-44	0	2	1
45-54	3	1	2
55-64	2	1	1
65-74	1	0	1
75+	1	1	0

Gender			
	Multnomah County	Washington County	Clackamas County
Male	3	3	3
Female	5	5	3

Ethnic Group			
	Multnomah County	Washington County	Clackamas County
White/Caucasian	6	7	5
Black/African American	1	0	1
Spanish/Hispanic	1	0	0
Asian/Pacific Islander	0	1	0
Native American	0	0	0

Party Registration			
	Multnomah County	Washington County	Clackamas County
Democrat	5	2	2
Republican	1	1	2
Independent	0	3	1
Other	0	1	1
Not registered	1	1	0
Refused/No Answer	1	0	0

Typical Week Miles Driven			
	Multnomah County	Washington County	Clackamas County
None—don't drive/Other Transportation	1	0	2
1-25 miles	1	2	0
26-50 miles	1	3	2
51-75 miles	0	1	0
76-100 miles	3	1	0
101-150 miles	1	0	1
Over 150 miles	0	1	1
Didn't answer	1	0	0

## APPENDIX B

**WE 1:** Make a list of issues you would like your local and regional elected officials to do to improve your community right now. Put a \* by the most important issue//Now think about longer-term and make a list of issues that you would like your local and regional elected officials to do to improve your community in the next 20 years; Put a \* by the most important issue?

### MULTNOMAH COUNTY

- \*Gun violence; sidewalks on Multnomah Blvd; turn signal on Multnomah Blvd; homelessness; vagrancy; services; robbery; environmental education.//\*Solar energy/development; train system; train to the coast; affordable housing; green space; community green space.
- \*Water/garbage/sewage; living on 82<sup>nd</sup>; fighting PCC to go back to school.//\*Schools not closing; easier to get a place to live; childcare.
- \*Road maintenance.//\*Traffic congestion; schools.
- \*Focus on violent crimes and offenders; invest in small business; repair roads; increased funding for human trafficking; increased employment opportunities.//\*Increase employment opportunities; funds to revitalize neighborhoods; increase employment for veterans; increase police.
- \*Helping make jobs available for more people; getting rid of inequality.//\*Improve and/or keep schools as effective as possible.
- \*Jobs; roads; taxes; crime; police; infrastructure; ethics in government.//\*Jobs; police; infrastructure; taxes; roads; schools.
- \*Solve PERS.//\*Keep taxes from escalating.
- \*Help homelessness/give them housing; change zoning to do away with houses in backyards (double lots).//\*Do something about the traffic gridlocks; make Rose Garden area a shopping area.

### WASHINGTON COUNTY

- \*Less restriction on bureaucratic rules; easier for small business to do business; streamline education funding and structure; cable ETA availability/affordable.//\*Better infrastructure for transportation (roadways and public transportation- balance); better cooperation between regional government.
- Fund food programs for the needy; improve funding for education; move all electrical wire from pole to underground.//Increase public service/recreational/entertainment areas; increase public housing.
- \*I don't like the government cutting the budget for schools; cutting trees and making houses; so many stray cats walking around.//\*Having a big name store in our neighborhood; Not having free energy.
- \*Obama; Wyden; Kitzhaber; Hales; Monroe.//\*Create better tax programs to keep jobs; schools; medical care; fight drugs.
- Didn't answer.//\*Keep streets clean; keep schools on track; more jobs; less traffic.
- Didn't answer.//Improve water quality.
- \*Telecom improvements Google Fiber; bridge road improvement; public transportation assistance; reduce school admin salaries.//\*Expand TriMet; update school facility; improve higher education availability



- \*Schools; downtown Beaverton; transit; public facilities; update power and water pipes; sync street lights; more jobs.// \*Schools; library, jobs (more bigger businesses).

### **CLACKAMAS COUNTY**

- \*Help make educators happy; road and sidewalk improvement; maintenance around street signs.// \*Improve safety of schools; clean streets and streams of trash and toxins.
- \*Biodegradable cigarette butts; mass transit; doctor check-ups at schools (eyes); high speed rail throughout WA/OR/CA.// \*Restructure Tax code (flat tax/sales tax).
- \*Monitor Immigrants; gun laws; jobs; schools; home owner red tape; cost of medical// \*Immigration; schools; jobs.
- \*Crime and drug abuse; light rail; pot holes; spring water bike use (rules of road); environmental – recycling and garbage.// \*Population overgrowth; roads; urban planning; housing; gardens for community.
- \*Develop elsewhere; remove trees that could disrupt power; provide fiber optic internet service, allow competition to Comcast.// \*Improve education in Oregon; develop elsewhere; widen I-205.

**APPENDIX C**

**WE 2:** All things considered, would you say that these targets are very good, good, poor, or very poor for the state and the Portland region?//Why?

	<b>Multnomah County</b>	<b>Washington County</b>	<b>Clackamas County</b>	<b>TOTAL</b>
Very good	3	1	1	5
Good	4	4	3	11
Poor	0	3	1	4
Very poor	1	0	0	1
Don't know/No answer	0	0	1	1

**MULTNOMAH COUNTY**

- Must be comprehensive; have to start somewhere; must be measurable and doable.//Improve air quality; affect how we transport ourselves, more awareness about being in community/regional identity; lead by example.
- Don't Drive, use bus and Max.//Hope it turns out for others that don't have this problem.
- Reduce emissions and pollution.//Cleaner city.
- The planet needs regulation to keep healthy. As an individual I try to do my part but the collective of individuals is still overwhelming. I think it's beneficial that there is someone working on reducing our collective impact.//Clear air; Increase in native animal population; clean water; global warming.
- They need cleaner air.//Difficult for some but hopefully it would help prevent the bad climate change.
- Emissions are a federal concern; Oregon/Portland/Metro are too small to effect changes.//Cleaner air.
- Obviously I need more information to judge if it's doable but it is always good to work toward a cleaner environment.//It would be good to achieve this goal because it benefits everyone.
- I feel like we're living in Pompeii- waiting for the world to end. Reducing greenhouse emissions by 2050 is good, but too little too late. I believe things will be very bad by 2050.

**WASHINGTON COUNTY**

- No stated % of goal; hands tied behind back as low- impact alternatives IE solar/hydro/wind/nuclear are restricted at some level; needs national support and standards of auto MFR.
- Must clean up the air soon.
- Don't know how hard that is.
- Doesn't make sense since 80% or more already check by DEQ, need to work more on homes, plants, etc.- set rules and make sure they are kept.
- It has a good goal but I have a hard time seeing how they are going to go through with it and who is all going to participate.
- A cleaner environment is good for all. Many questions need to be answered.

- Very good that we are putting into place a deadline to get our emissions down but poor because we don't have to start until 2035, nothing will happen before that date.
- DEQ has been around since I moved here 20 years ago. Currently not all countries require DEQ passing. Why 2035, why not 2020 or sooner?

#### **CLACKAMAS COUNTY**

- Vehicles in general, whether battery or gas, are taking a toll on what happens to the air. When a car is destroyed in an accident we have to dispose of it one way or another.
- Sets a time limit that should be achievable; does not limit how it is to be done allowing for many solutions, the goal is measurable.
- It is good but I'm not sure they can pull it off, we need to think outside the box on cleaning our environment.
- We need to do something before 2035.
- Reducing greenhouse emissions will, I hope, help to reduce global warming/climate change.
- Environment is a concern long term. It may be helpful for Oregon to encourage business to offer more telecommuting positions or options for employees, perhaps through incentives to reduce traffic. Also hybrid and electric vehicles.

## APPENDIX D

**WE 3:** Make a list of ways that come to mind that the Portland region can meet its obligation to reduce tailpipe emissions from cars and small trucks by 2035. Place a \* by the way you think would have the greatest impact on reducing emissions. Place two \*\* by the way that you are most confident could be achieved.

### MULTNOMAH COUNTY

- \*Work to decrease cost of electric and hybrid vehicles; \*\*Public education campaign to chain trips and alternatives; state city fleet be electric or hybrid; public transportation; car share; food services in neighborhood.
- Not sure.
- Electric car charging stations; \*\*tax incentives for electric/hybrid cars and trucks.
- \*Make walking or biking an easier task: small neighborhood stores, promenades, bike routes, telecommute for work, community gardening; \*\*Affordable public transportation; low interest loans to new car buyers; laws for manufacturers; increase fines and penalties to violators.
- \*Make some laws for inspections or such, as a part of driver's licenses; don't know.
- Impossible to plan for, goal is vague and undefined.
- \*Solving the I-5 Bridge so traffic can flow faster north.
- \*Manufacturer mandates; \*\* Push more biking, make it easier; change gas mixture, less emissions; make TriMet more long ranging and efficient; solar cars.

### WASHINGTON COUNTY

- \*Invest heavily in alternative fuel sources - eliminate obstacles for cars; \*\*Work nationally on standards for emissions; set standard of % of reduction; don't restrict freedom of personal transport.
- \* Encourage buying vehicles and alternative power systems.
- \*\*Make more room for the bike lane and more racks for the bike on the train, so they can bike and ride train.
- \*\*Laws are not kept; decrease emissions.
- \*More affordable; \*\*Make it easier to obtain; make it more valuable.
- \*Switch all public vehicles to alternative fuel; \*\*Require new apartment construction to have charging stations; allow the import of small efficient vehicles into the market place
- \*\*Move all power plants to solar, wind, gas, and nuclear in the state; moving its own fleet of vehicles to electric power where possible; grants for battery manufacturers to improve battery tech; set higher emission standards on vehicles like California.
- \*Test on highway or roads like with radar guns; \*\*Test all cars-all countries, motorcycles; buses on biofuels; big trucks, 8 wheelers tested.

### CLACKAMAS COUNTY

- \*Invest more money into transit; we would have more jobs which would encourage people to pursue better education.
- \*Phase out the exemptions of DEQ boundaries; \*\*Increase light rail, community planning around transit hubs.

- \*/\*\* Increase transit more accessible; make transit safer for those using it, offer incentives for using public transit.
- \*Limit how many kids you can have; \*\*Increase incentives for carpool, public transportation, bike riders, and smaller vehicles.
- \*Keep raising emission standards, \*\*Monitor and enforce emission standards; encourage newer vehicles rather than older dirtier vehicles.
- \*Telecommute; \*\*Light rail; hybrid and electric; encourage bike communities; share vehicles, incentivize carpooling.

## APPENDIX E

**WE 4:** Below are several different strategies for planning the Portland region. Imagine you had a budget to divide up among these strategies with the goal of making the Portland region a great place for you and your family to live? You can divide up the money any way you like, but the total must equal \$100.00

Strategy	Mult Co	Wash Co	Clack Co	TOTAL
<b>Maintain and make transit more convenient, frequent, accessible and affordable</b>	\$38	\$23	\$38	\$99.00
<b>Use technology and “smarter” roads to manage traffic flow and boost efficiency</b> (e.g., clearing crashes more quickly, traffic signal timing, pedestrian countdown signs, flashing yellow turn arrows)	\$23	\$42	\$14	\$79.00
<b>Provide information to expand use of low carbon travel options and fuel-efficient driving techniques</b> (e.g., provide incentives and information to encourage and support walking, biking and transit use)	\$14	\$16	\$21	\$51.00
<b>Connect more places with sidewalks, pedestrian paths and separated bike paths</b>	\$17	\$12	\$16	\$45.00
<b>Provide incentives and information to encourage and support walking, biking and using transit</b>	\$8	\$7	N/A	\$15.00
<b>Maintain and make streets and highways more safe, reliable and connected</b>	N/A	N/A	\$11	\$11.00
	\$99	\$100	\$100	

### Comments:

#### MULTNOMAH COUNTY

- Transportation is not a vacuum. It is linked to other habits- mainly purpose, consumption; what kind of communities to do we build?
- I took a driving class held by the city of Portland and the instructor talked about “green” driving techniques: slowing down your speed between lights downtown. One attendee was from ODOT and said that would screw up traffic and not to do that. It’s important to send out correct and same information from multiple sources
- I love the Max system we have now, but no more max lines need to be built, more buses not more light rail

#### WASHINGTON COUNTY

- As a region and nation- we are unique in the world for our freedom and ability to commute and travel independently. This will continue well into the next several generations.

- The money spent by government/wasted would be enough to buy everyone electric cars.
- Self-driving car incentives, information is useless, everyone knows these things-we need incentives.

**CLACKAMAS COUNTY**

- N/A

**APPENDIX F**

**WE 5:** Below are several different strategies for planning the Portland region. Imagine you had a budget to divide up among these strategies with the goal of the metro region meeting its tailpipe emission reduction targets? You can divide up the money any way you like, but the total must equal \$100.00

<b>Strategy</b>	<b>Mult Co</b>	<b>Wash Co</b>	<b>Clack Co</b>	<b>TOTAL</b>
<b>Maintain and make transit more convenient, frequent, accessible and affordable</b>	\$36	\$23	\$45	\$104.00
<b>Use technology and “smarter” roads to manage traffic flow and boost efficiency</b> (e.g., clearing crashes more quickly, traffic signal timing, pedestrian countdown signs, flashing yellow turn arrows)	\$30	\$38	\$17	\$85.00
<b>Provide information to expand use of low carbon travel options and fuel efficient driving techniques</b> (e.g., provide incentives and information to encourage and support walking, biking and transit use)	\$16	\$16	\$20	\$52.00
<b>Connect more places with sidewalks, pedestrian paths and separated bike paths</b>	\$11	\$15	\$12	\$38.00
<b>Provide incentives and information to encourage and support walking, biking and using transit</b>	\$6	\$8	N/A	\$14.00
<b>Maintain and make streets and highways more safe, reliable and connected</b>	N/A	N/A	\$7	\$7.00
	\$100	\$100	\$100	

**Comments:**

**MULTNOMAH COUNTY**

- Develop regional strategy- Sellwood Bridge should be paid for by residents of Clackamas Co.; I-5 Bridge to Vancouver, WA- WA+OR work together.

**WASHINGTON COUNTY**

- N/A

**CLACKAMAS COUNTY**

- N/A



## APPENDIX G

**WE 6:** What final comments do you have for Metro as it develops and implements the state mandate to reduce tailpipe emissions by 2035?

### MULTNOMAH COUNTY

- Be a model for helping shape a regional transportation system that will: improve climate, improve jobs, improve livability, reduce time getting around, be sustainable, cost - effective, safe, reliable, inclusive.
- Not sure because I don't drive but I hope it works out for others that do drive.
- Need to provide cleaner and safer public transportation and incentives for electric/hybrid vehicles, also work to improve traffic flow.
- I think looking outside of just transportation can help achieve the goal of lower emissions. If there are reasons for people to stay home, walk, or bike somewhere, or if people feel safe doing so, they make that choice. More convenient shopping/dining/entertainment options would help. Really looking at where funds are spent and how. Busses clogging the narrow streets really hinder traffic and cause accidents.
- Don't know as I don't take the buses or max and haven't thought it through.
- More Max is killing what was the greatest bus system in the nation. Please no more billion dollar Max lines.
- If Vancouver doesn't want Max don't force it on them and make us in Oregon pay for it.
- Be careful in just pouring money into things that sound good like bike lanes and public transportation without looking at other issues like traffic congestion that has cars not moving at road speed.
- Good to expand routes, frequency and policing of TriMet and Max. Don't be punitive to drivers, use the easy ways to bring driving downtown - price breaks etc. for taking max, and tax breaks too? Provide the means for us to improve. Look abroad for inspiration.

### WASHINGTON COUNTY

- Do not penalize new technologies -IE mileage tax for low to no gas consuming vehicles- eventually it will be more cost effective for low e-vehicles. Keep in mind transportation time and access of age and mobility impaired. Safety is also important.
- Increase lines that circle the city, IE go from Hillsboro to Oregon City, more car park near lines, smart roads.
- Make easier to buy train ticket, louder announcement every stop on the train so people will not be too afraid to get on the train, use more free energy, more charging stations, encourage buying electric cars.
- Increase limit on emissions; increase electric charge stations and promotion on electric cars.
- If you make public transit easier and "smarter." I think it would help a lot of people and make emissions go down greatly. If it didn't take me an hour and a half to go a 30 min distance, I would be more for the idea. Expansion and updated technology would be key to complete the goal of 2035.
- Carefully weigh the consequences of the actions you take today and how they will impact on a growing community in the future.

- Focus on technology, look for examples in other countries on ways of doing things smarter.

### **CLACKAMAS COUNTY**

- Help improve more frequent and more comfortable transit (more bus lines in less traffic areas. New or better functioning houses); promote walking to increase exercise; expand transit boundaries so it is able to connect easily with other city transits such as Salem's or Vancouver; the bike system should be enforced more strictly.
- Increase safety; close open access; ensure payment of fares; every dollar raised needs to be taken on an equal basis from each user- flat tax per person on income tax, sales tax on all vehicle related products .
- Focus on expanding rail and bus lines and frequency of trips on lines. I understand the cost is high but we still need to keep cost for using public transit affordable so people will use it. The money needed for expansion can't rest solely on those who need or use it.
- Better management of TriMet transportation system. There are too many surprises and problems covered by the Oregonian Newspaper. Improve lower income area safety and education.
- Have mass transit make more sense, more affordable, more efficient, and more reliable. Offer incentives to companies that allow workers to ride, share, carpool, or telecommute. Offer tax breaks for individuals that purchase new and used alternative energy vehicles. Encourage business in more areas to reduce the distance people need to commute.



**PREPARED FOR:**

**METRO**

**Climate Smart Communities**

**March 2014**

**PREPARED BY:**

**DHM RESEARCH**

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## 1 | INTRODUCTION & METHODOLOGY

Between March 20 and March 23, 2014, Davis, Hibbitts & Midghall, Inc. (DHM Research) conducted a telephone survey of Tri-County residents about reducing vehicle emissions. The objective of the survey was to assess general opinions and preferences for specific goals to reduce vehicle emissions in the region.

Research Methodology: The telephone survey consisted of 600 Portland Metropolitan region residents, 200 each in Multnomah, Clackamas, and Washington counties, and took approximately 14 minutes to administer. This is a sufficient sample size to assess residents' opinions generally and to review findings by multiple subgroups, including age, gender, and geographic area of the region. In reporting for the full region, statistical weighting techniques were used to represent each county based on that county's population distribution across the region. For instance, Multnomah County is given the largest weight since it has the most number of residents.

Residents were contacted through Random Digit Dialing (RDD), targeted, and wireless (cell phone) sample. In gathering responses, a variety of quality control measures were employed, including questionnaire pre-testing and validations. Quotas were set by age and gender within county based on the total population of residents ages 18 and older for a representative sample.

Statement of Limitations: Any sampling of opinions or attitudes is subject to a margin of error. The margin of error is a standard statistical calculation that represents differences between the sample and total population at a confidence interval, or probability, calculated to be 95%. This means that there is a 95% probability that the sample taken for this study would fall within the stated margins of error if compared with the results achieved from surveying the entire population.

For a sample size of 600, the margin of error would fall within +/-2.4% and +/-4.0% at the 95% confidence level. The reason for the difference lies in the fact that when response categories are relatively even in size, each is numerically smaller and thus slightly less able--on a statistical basis--to approximate the larger population.

DHM Research Background: DHM Research has been providing opinion research and consultation throughout the Pacific Northwest and other regions of the United States for over three decades. The firm is non-partisan and independent and specializes in research projects to support public policy making. [www.dhmresearch.com](http://www.dhmresearch.com)

## 2 | EXECUTIVE SUMMARY

### **Over 90% of residents rate the quality of life in the Portland Metropolitan region as good or very good.**

- 94% rate the quality of life in the region as “very good” (34%) or “good” (60%).
- Residents mention the quality of education (10%), jobs and unemployment (10%), and funding for education (9%) as the biggest issues to improve quality of in the region.
- No issue is mentioned by more than 10%, except when combining issues related to education concerns. Jobs and the economy, which has been a large concern over the past few years, seem to be less of a concern today. This may be one indicator that residents in the Portland region feel better about their own situations. Other DHM Research studies in the past year show residents in Portland give much higher ratings for general direction of the city/state than the rest of Oregon.

### **There is greater concern in the region for transportation generally than there is for greenhouse gas or air pollution.**

- 42% rate transportation as a concerning issue.
- 32% are concerned about greenhouse gas in the atmosphere and 27% are concerned about air pollution.

### **A majority of residents feel the goal to reduce vehicle emissions is a step in the right direction. However, some worry it may take away from other priorities for important public services.**

- 66% feel that the goal to reduce greenhouse gas emissions is a step in the right direction and that more can be done to reduce emissions in the region.
  - Democrats (77%) are more likely than both Republicans (51%) and Independents (60%) to feel this is a step in the right direction.
- 31% feel that the goal may take us away from other priorities and that we are spending too much time and effort on reducing emissions in the region.
  - Republicans (46%) and Independents (37%) are more likely than Democrats (20%) to feel this may take away from other priorities.

### **Similar to transportation improvements, residents want a balanced approach to reducing vehicle emissions. Both road maintenance and public transit are top priorities.**

- In regards to reducing vehicle emissions, 29% feel expanding public transit and making it more frequent, convenient, accessible, and affordable would have the greatest impact on making the region a great place to live for themselves or their family.
- 22% feel using technology to improve vehicle flow and safety and 18% feel widening roads and building new connections would have the greatest impact.
- Other goals have lower ratings:
  - Providing incentives and information to encourage carpooling, walking, bicycling, and public transit (13%).
  - Connecting more places with sidewalks, walking, and bicycle paths (11%).
  - Managing parking in high demand areas (4%).

- Residents give similar priorities for roads and public transportation when asked to allocate \$100 of existing funds across 4 transportation strategies:
  - 36% of the overall budget is allocated to roads and highways including maintenance, new connections, and technology to improve vehicle flow and safety.
  - 28% goes to public transportation including making transit more frequent, convenient, accessible and affordable.

**Expanding public transit, maintaining roads, and using technology to improve vehicle flow and safety are all preferred over widening roads and building new connections.**

- When asked to choose between two different strategies, residents show clear preference among these strategies:
  - Expand public transit and make it more frequent, convenient, accessible, and affordable (62%) over widen roads and build new connections (35%)
  - Maintain and keep our current roads in good condition (60%) over widen roads and build new connections (38%).
  - Use technology to improve vehicle flow and safety (57%) over widen roads and build new connections (38%).
  - Expand public transit and make it more frequent, convenient, accessible, and affordable (58%) over connect more places with sidewalks, walking, and bicycle paths (37%).
- Residents are generally split between:
  - Technology to improve vehicle flow and safety (51%) and incentives and information to encourage carpooling, walking, bicycling, and public transit (45%).

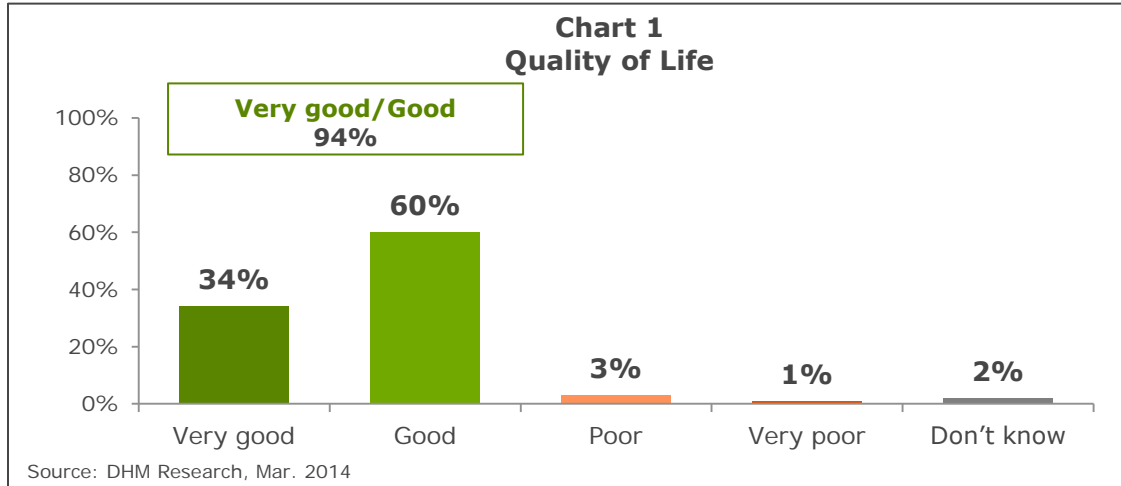
**Residents are most willing to pay additional taxes or fees to fund road maintenance and expand public transit.**

- 42% are “very willing” to pay more in taxes or fees to maintain and keep our current transportation system in good condition (83% very/somewhat willing).
- 35% are “very willing” to pay more in taxes or fees to expand public transit and make it more frequent, convenient, accessible and affordable (72% very/somewhat willing).
- Overall, a majority of residents are willing (very/somewhat) to pay more for all other goals, however, they are less likely to be “very willing” to pay for:
  - Technology to improve vehicle flow and safety on roads including timing traffic signals, pedestrian countdown signs, and flashing yellow turn signals (25% very willing)
  - Connect more places with sidewalks, walking, and bicycle paths (24%)
  - Widen roads and build new connections to improve vehicle flow and safety (23%)
  - Provide incentives and information to encourage carpooling, walking, bicycling, and public transit (19%)
- It’s worth noting that residents make a clear distinction between existing transportation systems and new systems – this goes for roads and public transportation alike. Maintenance is often given a higher priority over anything new.

### 3 | KEY FINDINGS

#### 3.1 | GENERAL MOOD AND PRIORITIES

Residents were asked to rate the quality of life in the Portland Metropolitan region (Q1).



Almost all (94%) felt that the quality of life in the Portland Metropolitan region was “very good” (34%) or “good” (60%). Overall, only 4% rated the quality of life as “poor” or “very poor.”

Demographic Differences: All demographic subgroups rated the quality of life in the region as “good” or “very good” (91% - 97%). However, those in Washington County (41%) were more likely than residents of Clackamas (31%) and Multnomah (30%) counties to rate the quality of life as “very good.” Residents age 35 and older (37%) and Democrats (44%) were also more likely than those younger (26%) and Republicans and Independents (29%) to feel the quality of life in the region was “very good.”

Residents were asked, unprompted, to identify the two most important things they would like their local government officials to do that would improve the quality of life in the region (Q2).

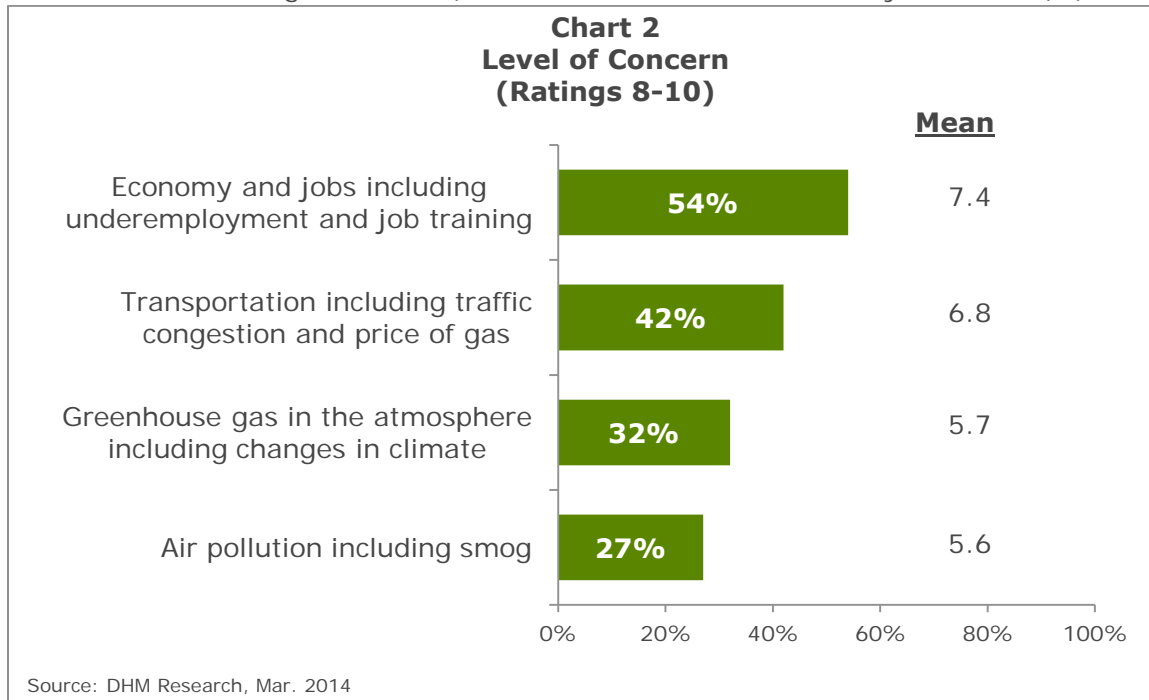
**Table 1**  
**Most Important Issues**

Response Category	N=600
Education quality	10%
Jobs/unemployment	10%
Funding for education	9%
Road maintenance	9%
Less taxes	8%
Help the poor/homeless	7%
Improve transit	7%
Eliminate wasteful spending	5%
Environmental improvement	4%
All other responses	3% or less
None/nothing	6%
Don't know	14%

Source: DHM Research, Mar. 2014

Most important issues mentioned in the region were the quality of education (10%), jobs and unemployment (10%), and funding for education (9%). Issues related to Metro’s goal to reduce vehicle emissions included road maintenance (9%), improving transit (7%), and environmental improvement (4%).

Residents were read a list of issues facing the region and were asked to rate their level of concern on a 0 through 10 scale (0=not at all concerned; 10=very concerned) (Q3-Q6).



Concern was greatest for the economy and jobs (54%, 8-10 rating) and transportation issues, including congestion and the price of gas (42%). Less concern was shown for greenhouse gas in the atmosphere (32%) and air pollution (27%), both of which received similar ratings.

Demographic Differences: Subgroup differences were seen in level of concern for each of these issues. The following subgroup differences are between those that rated each issue at the top end of the scale (ratings of 8-10).

**Economy and jobs**

Residents of Multnomah County (59%) were more likely than those from Washington County (47%) to rate this at the top end of the scale. Residents ages 35-54 (59%) were also more likely than those ages 18-34 (48%) to rate this highly.

**Transportation**

Residents ages 35 and older (46%) were more likely than younger residents (33%) to be concerned with transportation issues in the region.



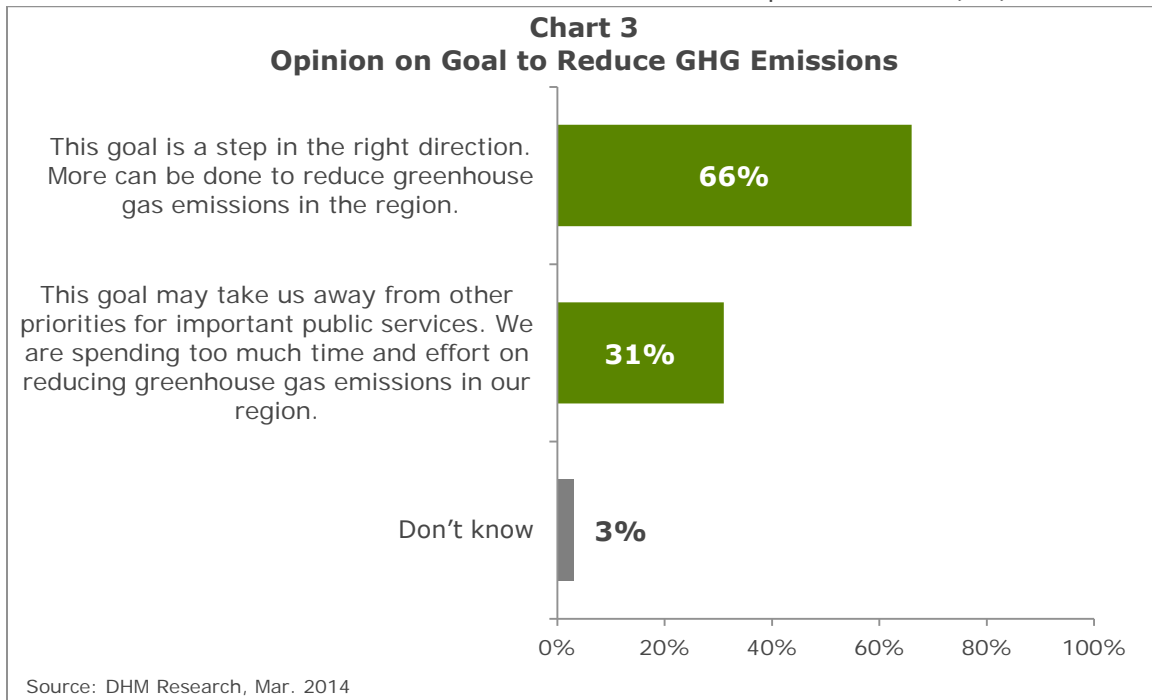
### Greenhouse gas in the atmosphere

Residents age 35 and older (37%) were more likely than younger residents (22%) to be concerned with greenhouse gas in the atmosphere. Democrats (45%) were also more likely than both Republicans (10%) and Independents (27%) to find this issue concerning.

### Air pollution

Similar to greenhouse gas in the atmosphere, Democrats (33%) were more likely than both Republicans (12%) and Independents (24%) to find this issue concerning.

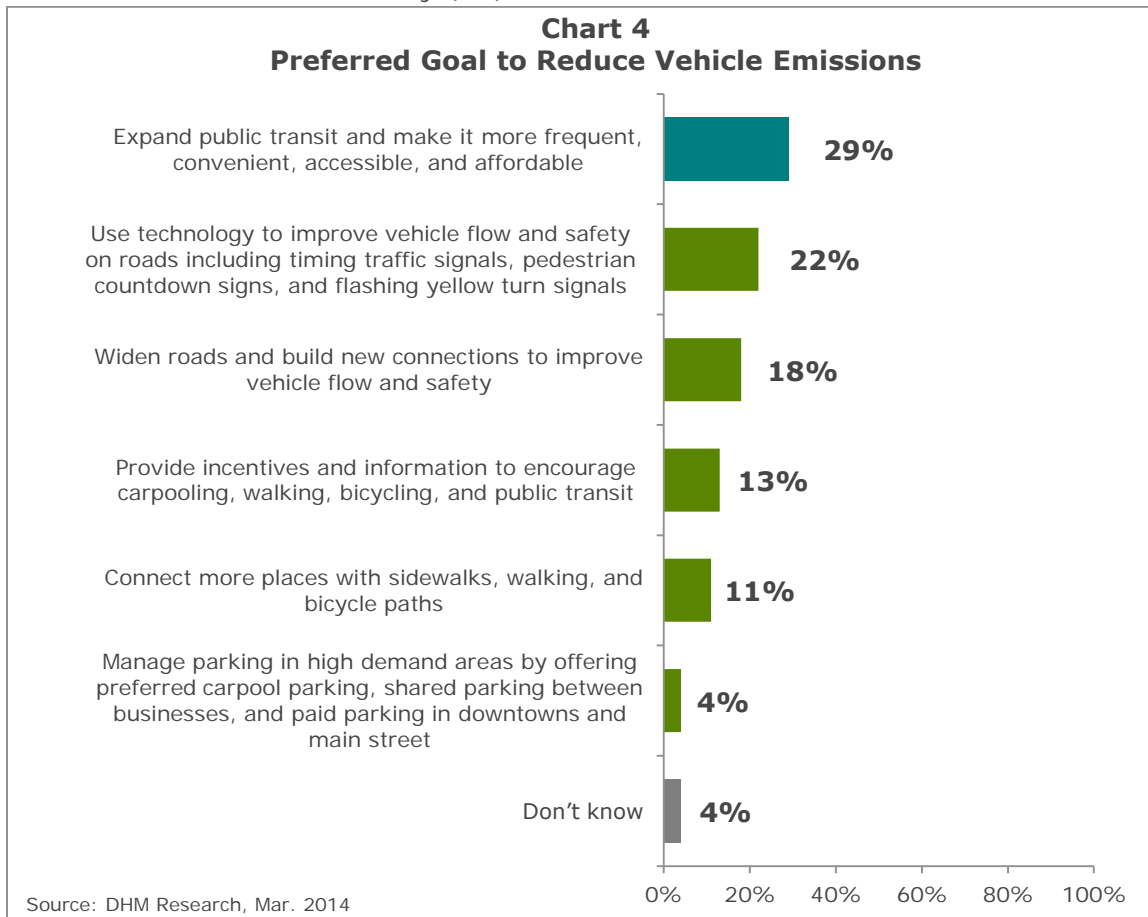
Residents were read a statement explaining Oregon’s goal to reduce greenhouse gas emissions and the mandate on Metro to reduce vehicle emissions by 2035. They were then read two statements and asked which came closest to their point of view (Q7).



Two-thirds (66%) felt that the goal to reduce vehicle emissions was a step in the right direction. Three in ten (31%) felt that this goal may take use away from other priorities for important public services.

Demographic Differences: A majority of all demographic subgroups felt this goal was a step in the right direction; however, Democrats (77%) were more likely than both Republicans (51%) and Independents (60%) to feel the goal was a step in the right direction. Conversely, Republicans (46%) and Independents (37%) were more likely than Democrats (20%) to feel the goal may take away from other priorities.

Residents were read six specific strategies to help reduce vehicle emissions and were asked which one they believed would have the most impact on making the region a great place to live for themselves and their family (Q8).



The most preferred goal for reducing vehicle emissions was expanding public transit and making it more frequent, convenient, accessible, and affordable (29%). This was followed by using technology to improve vehicle flow and safety (22%) and widening roads and building new connections (18%). Less preferred options included providing incentives and information (13%), connecting more places with sidewalks, walking, and bicycle paths (11%), and managing parking in high demand areas (4%).

Demographic Differences: Residents from Multnomah County (35%) were more likely than those from Clackamas County (23%) to prefer **expanding public transit**. Democrats (39%) were also more likely than Republicans (14%) and Independents (26%) to prefer this strategy.

Republicans (30%) were more likely than Democrats (19%) to prefer **using technology to improve vehicle flow and safety**.

Residents from Clackamas County were more likely than those from Multnomah County (14%) to prefer **widening roads and building new connections**. Republicans (32%)

were more likely than Democrats (12%) and Independents (19%) to prefer this strategy as well.

Notably, residents who felt the goals to reduce vehicle emissions are a step in the right direction (33%) were most likely to prefer expanding public transit, while those who felt it may take away from other priorities were most likely to prefer widening roads and building new connections (28%).

Residents were then asked why they felt that way (Q9).

**Table 2**  
**Reason to Support Goal**

<b>Expand public transit...</b>	<b>N=176</b>
Public transit is important	23%
Make public transportation accessible	13%
We need cheaper transportation options	12%
Reduce traffic congestion	8%
Less cars on the road	7%
All other responses	6% or less
Nothing/none	1%
Don't know	1%

Source: DHM Research, Mar. 2014

The top reason residents believed that expanding public transit and making it more frequent, convenient, accessible, and affordable would have the largest impact on making the region a great place to live for them and their family was the general importance of transit service (23%). Other reasons included the need to make transit more accessible (13%) and the need for cheaper transportation options in the region (12%).

**Table 3**  
**Reason to Support Goal**

<b>Use technology to improve...</b>	<b>N=131</b>
Reduce traffic congestion	19%
We need better traffic signals	17%
Technology will help	11%
Best solution-general	6%
Safety is important	6%
All other responses	5% or less
Nothing/none	2%
Don't know	2%

Source: DHM Research, Mar. 2014

The top reason residents believed that using technology to improve vehicle flow and safety on roads would have the largest impact on making the region a great place to live for them and their family was the desire to reduce traffic congestion (19%) and the need for improved traffic signals (17%).

**Table 4**  
**Reason to Support Goal**

<b>Widen roads/Build new connections...</b>	<b>N=106</b>
Reduce traffic congestion	35%
Expanding of highway/roads	15%
Improve road maintenance	13%
Prefer driving cars	9%
Safety is important	7%
All other responses	4% or less
Don't know	2%

Source: DHM Research, Mar. 2014

The top reason residents believed widening roads and building new connections to improve vehicle flow and safety would have the largest impact on making the region a great place to live for them and their family was the desire to reduce traffic congestion (35%). Other reasons included the need to expand roads and highways (15%) and improve road maintenance (13%).

**Table 5**  
**Reason to Support Goal**

<b>Provide incentives...</b>	<b>N=76</b>
Incentives for carpooling/walking/biking	20%
Reduce traffic congestion	16%
Promote carpooling	13%
All other responses	9% or less
Nothing/none	3%
Don't know	1%

Source: DHM Research, Mar. 2014

The top reason residents believed providing incentives and information to encourage carpooling, walking, bicycling, and public transit would have the largest impact on making the region a great place to live for them and their family was the general idea that incentives would be effective (20%), would reduce traffic congestion (16%), and promote carpooling (13%).

**Table 6**  
**Reason to Support Goal**

<b>Connect more places with sidewalks...</b>	<b>N=64</b>
Favorable towards bicycling/walking	37%
Need more sidewalks	21%
Safety is important	16%
All other responses	5% or less
Nothing/none	5%

Source: DHM Research, Mar. 2014

The top reason residents believed connecting more places with sidewalks, walking, and bicycle paths would have the largest impact on making the region a great place to live for them and their family was that they were generally in favor of these modes as of transportation (37%). Other reasons included the need for more sidewalks (21%) and the importance of making these modes of transportation safe (16%).

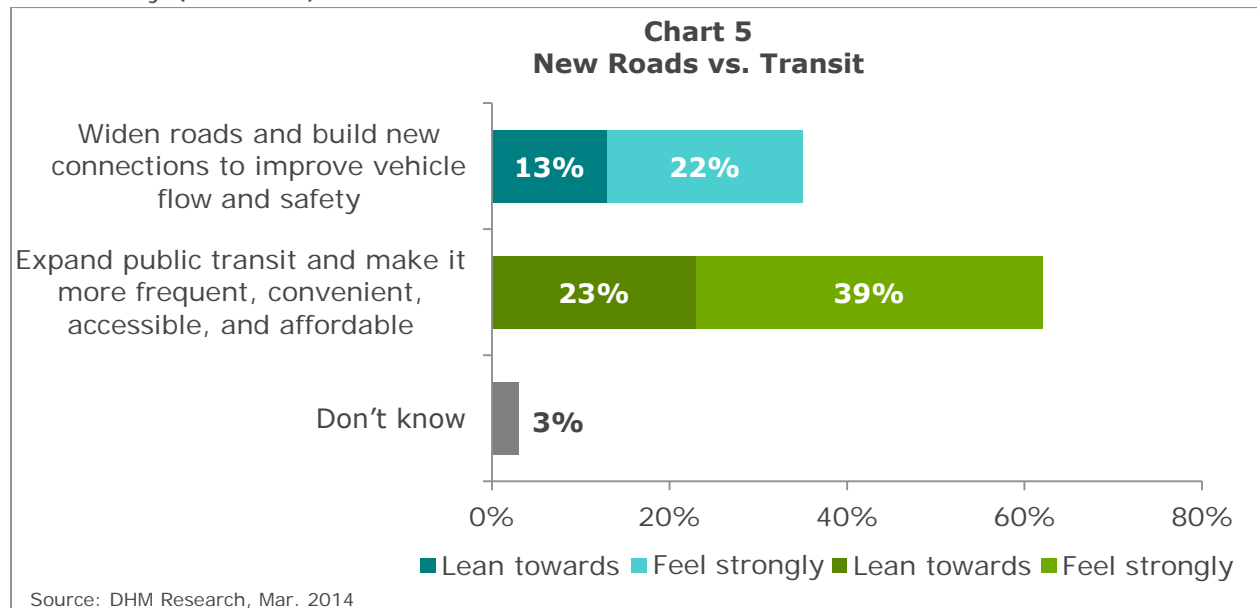
**Table 7**  
**Reason to Support Goal**

Manage parking in high demand areas...	N=21
Access to parking	37%
All other responses	9% or less
Don't know	0%

Source: DHM Research, Mar. 2014

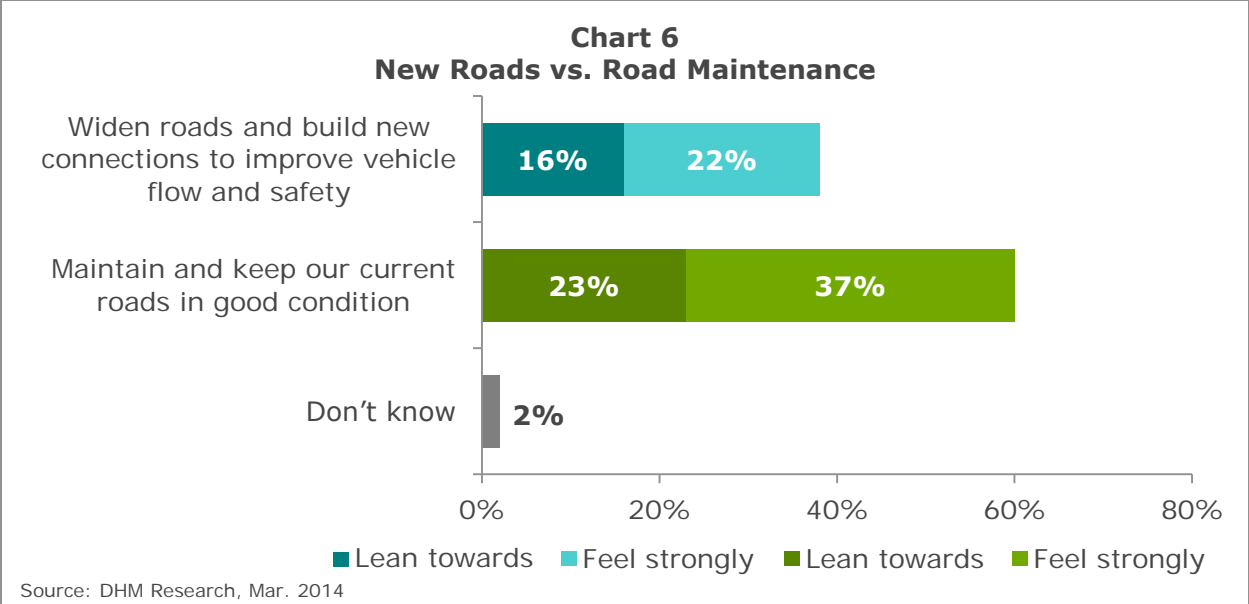
Few residents chose managed parking as their preferred goal. The main reason residents chose this goal was because they believed it would increase access to parking (37%).

Residents were told that in the Portland Metropolitan region, transportation is responsible for about 25% of the greenhouse gas emissions. They were then read several pairs of goals and asked which they felt would make the region a better place to live for themselves or their family (Q10-Q14).



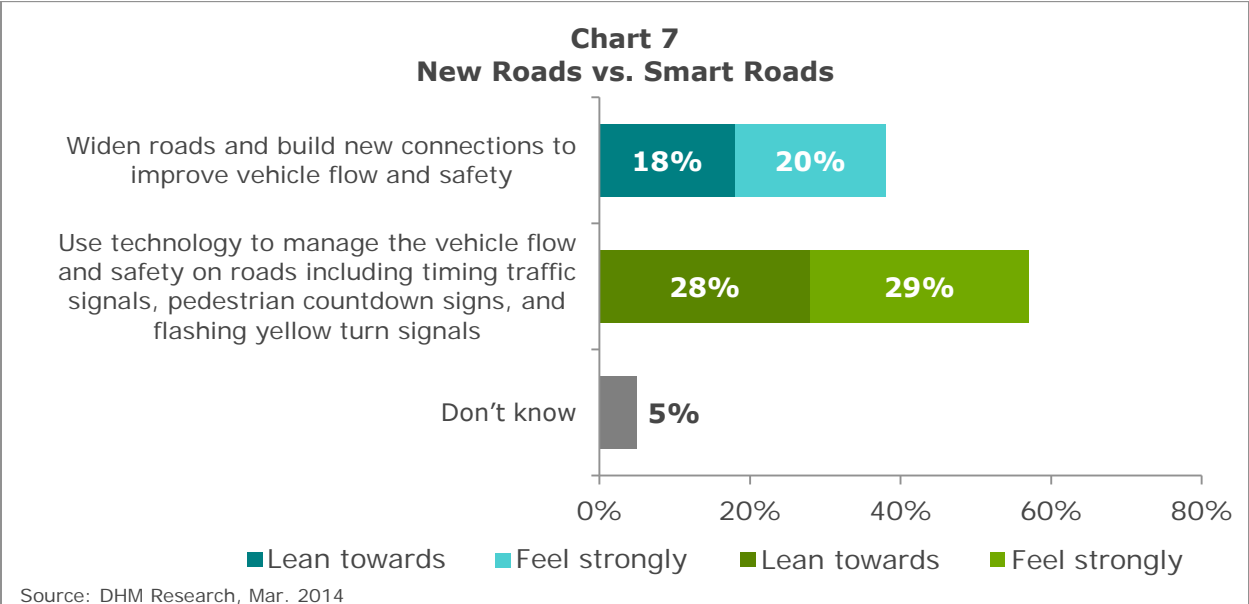
When asked their preference between widening roads and building new connections to improve vehicle flow and safety (35%) and expanding public transit and making it more frequent, convenient, accessible, and affordable (62%), residents leaned towards public transit.

Demographic Differences: A majority of all demographic subgroups preferred public transit over widening roads with the exception of Republicans. Democrats (72%) were more likely than Republicans (40%) and Independents (60%) to prefer **expanding public transit**. Conversely, Republicans (58%) were more likely than both Democrats (26%) and Independents (36%) to prefer **widening roads and building new connections**.



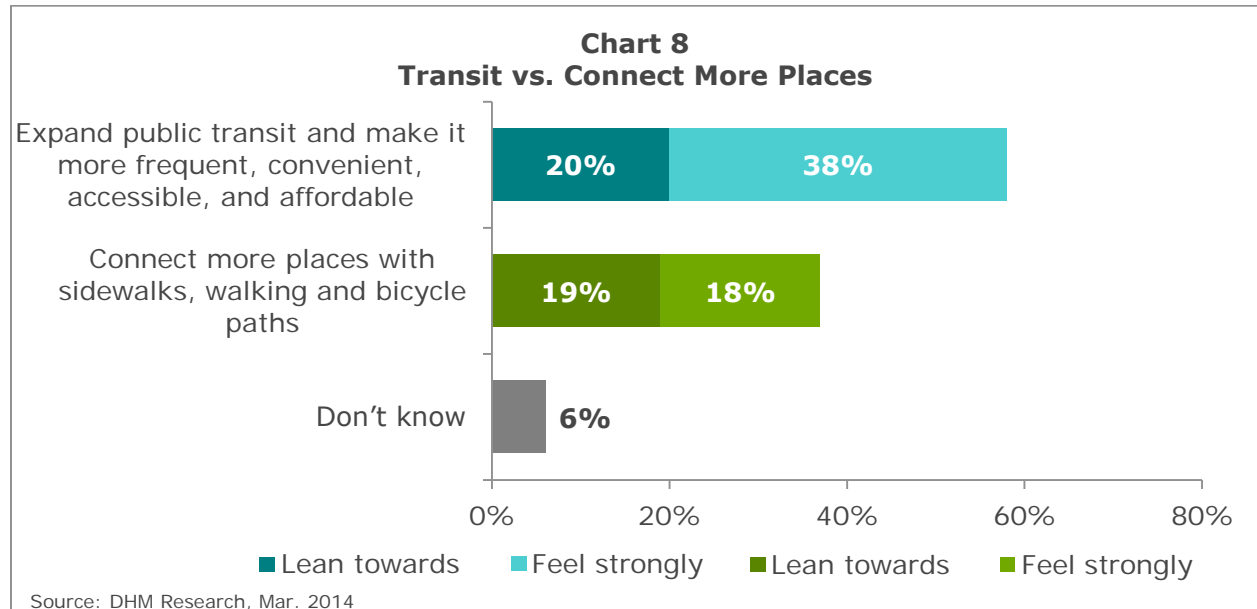
When asked their preference between widening roads and building new connections to improve vehicle flow and safety (38%) and maintaining our current roads (60%), residents leaned towards maintenance.

Demographic Differences: Though a majority of all demographic subgroups preferred maintaining our current roads and keeping them in good condition, residents from Multnomah County (66%) were more likely than those from Clackamas (58%) and Washington (52%) counties to **prefer maintenance**. Conversely, residents from Clackamas (41%) and Washington (44%) counties were more likely than those from Multnomah County (31%) to **prefer widening roads and building new connections**.



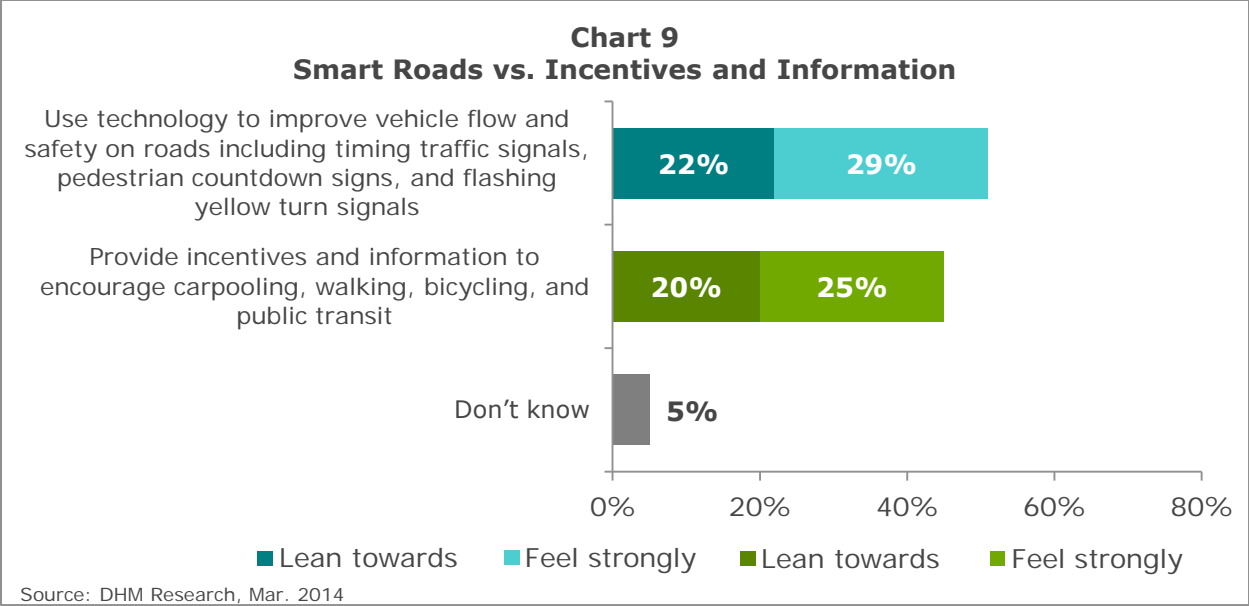
When asked their preference between widening roads and building new connections to improve vehicle flow and safety (38%) and using technology to improve vehicle flow and safety (57%), residents leaned towards technology.

Demographic Differences: Though a majority of all demographic subgroups preferred using technology to improve vehicle flow and safety, Democrats (66%) were more likely than Republicans (54%) and Independents (49%) to **prefer technology**. Conversely, Republicans (45%) and Independents (46%) were more likely than Democrats (29%) to **prefer widening roads and building new connections**.



When asked their preference between expanding public transit and making it more frequent, convenient, accessible and affordable (58%) and connecting more places with sidewalks, walking, and bicycle paths (37%), residents leaned towards transit expansion.

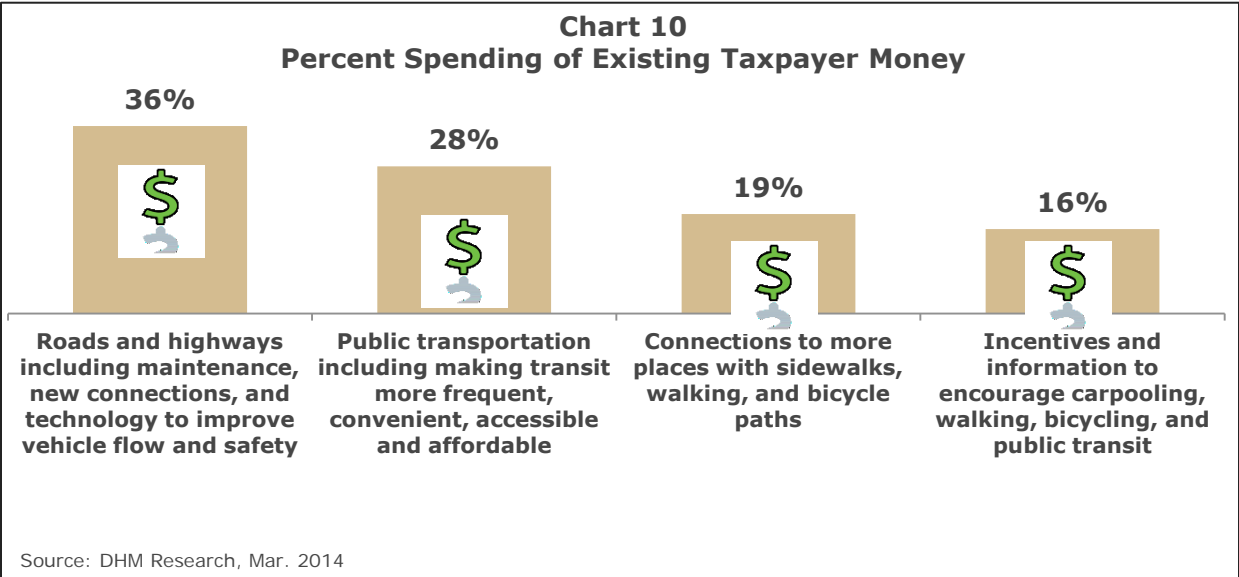
Demographic Differences: A majority of all demographic subgroups preferred expanding public transit. However, Democrats (62%) and Independents (60%) were more likely than Republicans (45%) to **prefer expanding public transit**. Conversely, Republicans (48%) were more likely than both Democrats (33%) and Independents (35%) to prefer **sidewalks, walking, and bicycle paths**.



When asked their preference between using technology to improve vehicle flow and safety (51%) and providing incentives and information to encourage carpooling, walking, bicycling, and public transit (45%), residents leaned slightly towards technology.

Demographic Differences: Residents age 55 and older (58%) were more likely than those ages 18-34 (42%) to **prefer technology**. Men (55%) and Republicans (66%) were also more likely than women (46%) and Democrats (48%) and Independents (49%) to prefer technology. Conversely, residents ages 18-34 (55%) and Democrats (47%) and Independents (46%) were more likely than those older (35-54: 44%; 55+: 35%) and Republicans (31%) to **prefer incentives and information**.

Residents were asked to build a budget based on how they would like to see existing taxpayer money spent on four transportation priorities (Q15).





Overall, roads and highways (36%) garnered the most funding among residents followed by public transit (28%). Both connecting more places with sidewalks, walking, and bicycle paths (19%) and incentives and information (16%) were lower priorities.

Demographic Differences: While roads and highways was the top priority across all counties, other demographic differences existed.

**Roads and highways including maintenance, new connections, and technology to improve vehicle flow and safety**

Residents age 55 and older (40%) were more likely than those ages 18-34 (30%) to place higher priority on roads and highways. Republicans (45%) were also more likely than Democrats (32%) and Independents (38%) to make this a priority.

**Public transportation including making transit more frequent, convenient, accessible and affordable**

Residents in Multnomah County (31%) were more likely than those in Washington County (25%) to place higher priority on public transportation. Democrats (31%) and Independents (29%) were also more likely than Republicans (21%) to make this a priority.

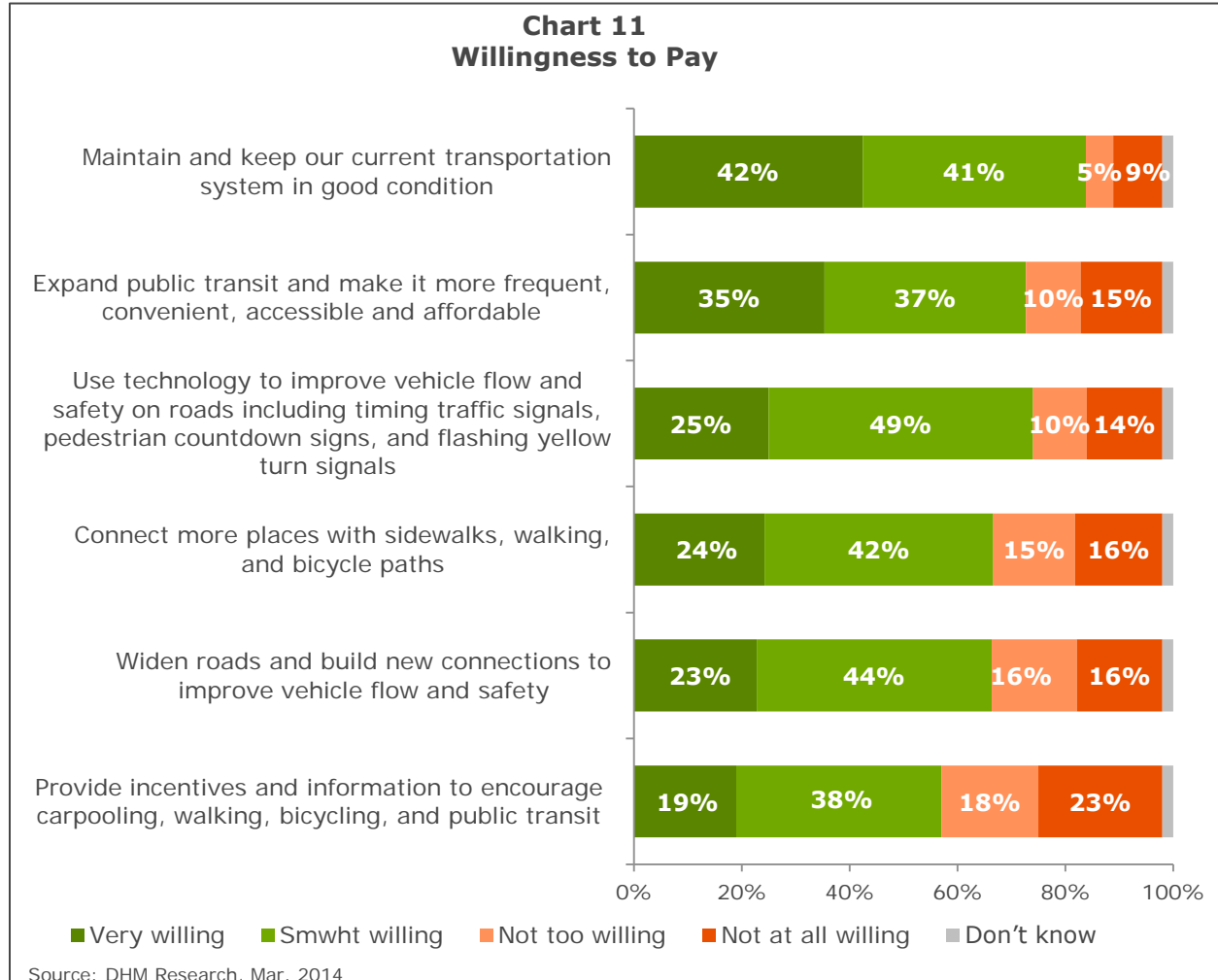
**Connections to more places with sidewalks, walking, and bicycle paths**

Residents ages 18-34 (23%) were more likely than those older (35-54: 18%; 55+: 16%) to prioritize connecting more places. Democrats (20%) were also more likely than Republicans (17%) to make this a priority.

**Incentives and information to encourage carpooling, walking, bicycling, and public transit**

No significant subgroup differences exist in prioritization of incentives and information.

Residents were read a list of transportation goals and were asked to rate how willing they would be to pay more in taxes to fund each (Q16-Q21).



A majority of residents said they would be willing (very/somewhat) to spend more in taxes or fees to support each transportation goal. Four in ten (42%) said they would be “very willing” to pay more to **maintain and keep our current transportation system in good condition** (83% very/somewhat). One-third (35%) of residents said they would be “very willing” to pay more to **expand public transit and make it more frequent, convenient, accessible and affordable** (72% very/somewhat).

Overall, a majority of residents are willing (very/somewhat) to pay more for all other goals, however, they are less likely to be “very willing” to pay more to **use technology to improve vehicle flow and safety on roads** (25%), **connect more places with sidewalks, walking, and bicycle paths** (24%), and **widen roads and build new connections** (23%). **Providing incentives and information** was the transportation goal that residents were least willing to support with additional funds (19% very willing).

Demographic Differences: No significant differences by county exist. In general younger residents, ages 18-34, and Democrats are more likely than their counterparts to say they are willing to pay more in taxes or fees to fund these transportation goals.

## 4 | ANNOTATED QUESTIONNAIRE

**Metro Climate Smart Communities**  
**March 2014; N=600; General Population**  
**Multnomah N=200, Clackamas N=200, Washington N=200**  
**14 minutes (25-30 questions); margin of error +/- 4.0%**  
**DHM Research**

Hi, my name is \_\_\_ and I'm with an opinion research firm in Portland. I'm not selling anything. I'm calling about important issues in the Portland Metropolitan region. The survey will only take 10 minutes and it is completely confidential and anonymous.

### Warm-up & General Issues

1. Overall, do you feel the quality of life in the Portland Metropolitan region is very good, good, poor, or very poor?

Response Category	N=600
Very good	34%
Good	60%
Poor	3%
Very poor	1%
Don't know	2%

2. What are the two most important things you would like your local government officials to do that would improve the quality of life in the region? (**OPEN. Probe for specific issues**)

Response Category	N=600
Education quality	10%
Jobs/unemployment	10%
Funding for education	9%
Road maintenance	9%
Less taxes	8%
Help the poor/homeless	7%
Improve transit	7%
Eliminate wasteful spending	5%
Environmental improvement	4%
All other responses	3% or less
None/nothing	6%
Don't know	14%

I'd like to read a list of issues facing the region. Using a scale of 0 to 10, where 0 means you are not at all concerned, and 10 means that you are very concerned, please rate the following issues. You can use any number between 0 and 10. **[ROTATE]**

Response Category	Mean	Top Box (8-10)	Don't know
3. Economy and jobs including underemployment and job training	7.4	54%	1%
4. Transportation including traffic congestion and price of gas	6.8	42%	0%
5. Greenhouse gas in the atmosphere including changes in climate	5.7	32%	1%
6. Air pollution including smog	5.6	27%	0%

### Goal to Reduce Tailpipe Emissions

Oregon has set a goal to reduce its greenhouse gas emissions from all sources over the next 35 years. To help meet this goal, the Oregon Legislature required our regional government to develop and implement a plan to reduce vehicle emissions from cars and small trucks by 2035, or over the next 20 years. Some ideas to reduce emissions from cars and small trucks include more connected sidewalks, bicycle paths, and public transit to provide more options for people to get around. Other ideas include timed traffic signals, flashing yellow turn signals, and widening roads to help with vehicle flow. The state has been working on cleaner fuels and more fuel-efficient vehicles with other states and the Federal government, which will also help.

7. I'd like to read two statements about reducing greenhouse gas emissions. Please tell me which ONE of the following comes closer to your point of view?

Response Category	N=600
This goal is a step in the right direction. More can be done to reduce greenhouse gas emissions in the region.	66%
This goal may take us away from other priorities for important public services. We are spending too much time and effort on reducing greenhouse gas emissions in our region.	31%
Don't know	3%

## Specific Strategies

8. I'd like to read some goals to help reduce vehicle emissions. Please tell me which ONE goal you believe would have the most impact on making the region a great place to live for you and your family? **[ROTATE]**

Response Category	N=600
a. Widen roads and build new connections to improve vehicle flow and safety	18%
b. Expand public transit and make it more frequent, convenient, accessible, and affordable	29%
c. Connect more places with sidewalks, walking, and bicycle paths	11%
d. Use technology to improve vehicle flow and safety on roads including timing traffic signals, pedestrian countdown signs, and flashing yellow turn signals	22%
e. Provide incentives and information to encourage carpooling, walking, bicycling, and public transit	13%
f. Manage parking in high demand areas by offering preferred carpool parking, shared parking between businesses, and paid parking in downtowns and main street	4%
Don't know	4%

9. (SKIP IF Q8=g )And why do you feel that way? **(OPEN, Probe for specifics)**

<b>A. Widen roads/Build new connections...</b>	<b>N=106</b>
Reduce traffic congestion	35%
Expanding of highway/roads	15%
Improve road maintenance	13%
Prefer driving cars	9%
Safety is important	7%
All other responses	4% or less
Don't know	2%
<b>B. Expand public transit...</b>	<b>N=176</b>
Public transit is important	23%
Make public transportation accessible	13%
We need cheaper transportation options	12%
Reduce traffic congestion	8%
Less cars on the road	7%
All other responses	6% or less
Nothing/none	1%
Don't know	1%
<b>C. Connect more places with sidewalks...</b>	<b>N=64</b>
Favorable towards bicycling/walking	37%
Need more sidewalks	21%
Safety is important	16%
All other responses	5% or less
Nothing/none	5%
Don't know	4%
<b>D. Use technology to improve...</b>	<b>N=131</b>
Reduce traffic congestion	19%
We need better traffic signals	17%
Technology will help	11%

Best solution-general	6%
Safety is important	6%
All other responses	5% or less
Nothing/none	2%
Don't know	2%
<b>E. Provide incentives...</b>	<b>N=76</b>
Incentives for carpooling/walking/biking	20%
Reduce traffic congestion	16%
Promote carpooling	13%
All other responses	9% or less
Nothing/none	3%
Don't know	1%
<b>F. Manage parking in high demand areas...</b>	<b>N=21</b>
Access to parking	37%
All other responses	9% or less
Don't know	0%

In the Portland Metropolitan region, transportation is responsible for about 25% of the greenhouse gas emissions, mostly coming from cars, small trucks and SUVs. I'd like to get your opinion on some goals to reduce vehicle emissions and keep the Portland region as a great place to live. I will read two goals. Please tell me which one goal you feel will make the Portland region a better place to live for you and your family.

**ROTATE Q10-Q 14**

**ROTATE STATEMENTS A & B**

10. \*\* [Read statements then ask follow-up: Do you feel strongly or lean somewhat toward that goal?]

Response Category	N=600
<b>A. Widen roads and build new connections to improve vehicle flow and safety</b>	
Feel strongly	22%
Lean somewhat towards	13%
<b>B. Expand public transit and make it more frequent, convenient, accessible, and affordable</b>	
Lean somewhat towards	23%
Feel strongly	39%
Don't know	3%

11. \*\* [Read statements then ask follow-up: Do you feel strongly or lean somewhat toward that goal?]

Response Category	N=600
<b>A. Widen roads and build new connections to improve vehicle flow and safety</b>	
Feel strongly	22%
Lean somewhat towards	16%
<b>B. Maintain and keep our current roads in good condition</b>	
Lean somewhat towards	23%
Feel strongly	37%
Don't know	2%

12. \*\* [Read statements then ask follow-up: Do you feel strongly or lean somewhat toward that goal?]

Response Category	N=600
<b>A. Widen roads and build new connections to improve vehicle flow and safety</b>	
Feel strongly	20%
Lean somewhat towards	18%
<b>B. Use technology to manage the vehicle flow and safety on roads including timing traffic signals, pedestrian countdown signs, and flashing yellow turn signals</b>	
Lean somewhat towards	28%
Feel strongly	29%
Don't know	5%

13. \*\* [Read statements then ask follow-up: Do you feel strongly or lean somewhat toward that goal?]

Response Category	N=600
<b>A. Expand public transit and make it more frequent, convenient, accessible, and affordable</b>	
Feel strongly	38%
Lean somewhat towards	20%
<b>B. Connect more places with sidewalks, walking and bicycle paths</b>	
Lean somewhat towards	19%
Feel strongly	18%
Don't know	6%

14. \*\* [Read statements then ask follow-up: Do you feel strongly or lean somewhat toward that goal?]

Response Category	N=600
<b>A.</b> Use technology to improve vehicle flow and safety on roads including timing traffic signals, pedestrian countdown signs, and flashing yellow turn signals	
Feel strongly	29%
Lean somewhat towards	22%
<b>B.</b> Provide incentives and information to encourage carpooling, walking, bicycling, and public transit	
Lean somewhat towards	20%
Feel strongly	25%
Don't know	5%

15. Next, I'd like for you to build a budget based on how you would like to see existing taxpayer money spent on the following four transportation priorities. Your total budget is \$100 dollars. After I'm finished reading the list of priorities, please tell me how much you feel should go to each item. You can assign any amount to a single item—from \$0 to \$100 – but the total of all four priorities will need to be \$100. Remember to allocate the money in the way you feel most closely matches your personal values and beliefs. **[READ LIST, THEN ASK]** What dollar amount would you spend on:

Response Category	N=600
Roads and highways including maintenance, new connections, and technology to improve vehicle flow and safety	\$36.20
Public transportation including making transit more frequent, convenient, accessible and affordable	\$28.40
Connections to more places with sidewalks, walking, and bicycle paths	\$19.20
Incentives and information to encourage carpooling, walking, bicycling, and public transit	\$16.30
TOTAL	\$100



Thank you for hanging in there with me. I know the money exercise is not easy to do over the phone. Now I have a few more easy questions.

I'm going to read a list of transportation goals. For each please tell me if you would be very willing, somewhat willing, not too willing, or not at all willing to pay more in taxes or fees to fund each goal. **[ROTATE]**

Response Category	Very	Smwht	Not too	Not at all	DK
16. Maintain and keep our current transportation system in good condition	42%	41%	5%	9%	2%
17. Widen roads and build new connections to improve vehicle flow and safety	23%	44%	16%	16%	2%
18. Expand public transit and make it more frequent, convenient, accessible and affordable	35%	37%	10%	15%	2%
19. Connect more places with sidewalks, walking, and bicycle paths	24%	42%	15%	16%	2%
20. Use technology to improve vehicle flow and safety on roads including timing traffic signals, pedestrian countdown signs, and flashing yellow turn signals	25%	49%	10%	14%	2%
21. Provide incentives and information to encourage carpooling, walking, bicycling, and public transit	19%	38%	18%	23%	2%

## DEMOGRAPHICS

The following questions make sure we have a valid sample of the community. It's important that I collect answers to each question. Please keep in mind your responses are confidential.

22. Which of the following forms of transportation do you use at least once a week? Keep in mind this is for trips to work, school, or run errands, and not for exercise. Accept Multiple responses

Response Category	N=600
Vehicle	85%
Public transportation	30%
Bicycle	14%
Walk	46%
Carsharing service, for example Zipcar, or Car2Go	4%
Other (motorcycle, skateboard, etc.)	5%
Don't know	2%

23. **[IF Q22=1]** On average, how many miles would you say you drive in a typical day?  
Your best estimate is fine.

Response Category	N=511
0-10	47%
11-20	21%
21-40	16%
41+	12%
Don't know	2%
<b>Mean</b>	22.5

24. Including yourself, how many people live in your household?

Response Category	N=600
1	18%
2	29%
3	17%
4+	34%
Don't know	2%
<b>Mean</b>	3.0

25. **[IF Q 24>1]** And, how many of them are under the age of 18?

Response Category	N=481
0	57%
1	16%
2	15%
3+	9%
Don't know	0%
<b>Mean</b>	0.9

26. In what year were you born? **[COLLECT NUMERIC RESPONSE – CODE INTO CATEGORIES BELOW] Move to beginning**

Response Category	N=600
18-24	16%
25-34	16%
35-54	38%
55-64	12%
65+	18%
Refused	0%

27. What is the highest level of education you have completed?

Response Category	N=600
Less than high school	3%
High school diploma	18%
Some college	29%
College degree	31%
Graduate/professional school	16%
Refused	2%

28. How many years have you lived in the Portland Metro region? (Record year)

Response Category	N=600
Less than 5	6%
5-10	11%
11-20	26%
21+	56%
Refused	2%

29. Which of the following best describes your ethnicity? [DO NOT READ LIST]

Response Category	N=600
African	0%
African American/Black	4%
American Indian/Native American or Alaskan Native	1%
Asian or Pacific Islander	5%
Hispanic/Latino	9%
Slavic	0%
White/Caucasian	75%
Middle Eastern	1%
Refused	4%

30. Are you currently registered to vote?

Response Category	N=600
Yes	91%
No	6%
Don't know	3%

31. **[IF Q30=1]** When it comes to politics, do you consider yourself more as a Democrat, Republican, Independent or some other party?

Response Category	N=578
Democrat	41%
Republican	16%
Independent / other party	36%
Refused	6%

32. Gender **(BY OBSERVATION) Move to beginning**

Response Category	N=600
Male	48%
Female	52%

33. County **(FROM SAMPLE) Move to beginning**

Response Category	N=600
Multnomah	46%
Washington	31%
Clackamas	23%

34. Zip **(FROM SAMPLE)**



## 2014 Regional Advisory Committee Meetings

*This schedule identifies remaining discussions and decision points for shaping and adoption of the Climate Smart Communities preferred approach.*

### **SHAPING DRAFT PREFERRED APPROACH**

**SPRING 2014**

- April 11** JPACT/MPAC meeting to discuss policy options (*World Forestry Center from 8am to noon*)
- April 16** MTAC receives public engagement report & JPACT/MPAC straw poll results on draft preferred approach
- April 25** TPAC receives public engagement report & JPACT/MPAC straw poll results on draft preferred approach
- May 8** JPACT receives public engagement report & JPACT/MPAC straw poll results on draft preferred approach
- May 12** TPAC/MTAC workshop to shape draft preferred approach (*2:30-5:00 p.m., Council chamber*)
- May 13** Council work session on April 11 straw poll results and May 30 joint JPACT/MPAC meeting
- May 14** MPAC receives public engagement report & JPACT/MPAC straw poll results on draft preferred approach
- May 21** MTAC makes recommendations to JPACT on draft preferred approach
- May 23** TPAC makes recommendations to JPACT on draft preferred approach
- May 30** JPACT/MPAC meeting to make recommendation to Metro Council on draft preferred approach, subject to final evaluation and public review (***World Forest Center from 8am to noon***)
- June 10** Council work session to discuss JPACT and MPAC recommendation on draft preferred approach
- June 12** JPACT discussion on Health Impact Assessment conducted by Oregon Health Authority
- June 19** Council direction to staff on draft preferred approach and next steps for adoption (Resolution)
- June 25** MPAC discussion on Health Impact Assessment conducted by Oregon Health Authority

### **EVALUATION OF DRAFT PREFERRED APPROACH**

**SUMMER 2014**

- June 16** TPAC/MTAC workshop on model inputs to evaluate draft preferred approach (*2-5 p.m., Council chamber*)
- June 27** TPAC discussion on proposed RFP amendments and near-term implementation recommendations
- July 16** MTAC discussion on proposed RFP amendments and near-term implementation recommendations
- July 25** TPAC discussion on proposed RFP amendments and near-term implementation recommendations
- Aug. 6** MTAC discussion on proposed RFP amendments and near-term implementation recommendations
- Aug. 18** TPAC/MTAC workshop on draft preferred approach evaluation (*2-5 p.m., Council chamber*)
- Aug. 29** TPAC discussion on evaluation results and public review draft preferred approach
- Sept. 2** Council discussion on evaluation results and public review draft preferred approach
- Sept. 3** MTAC discussion on evaluation results and public review draft preferred approach
- Sept. 10** MPAC discussion on evaluation results and public review draft preferred approach
- Sept. 11** JPACT discussion on evaluation results and public review draft preferred approach

**FINAL ADOPTION PROCESS FOR PREFERRED APPROACH**

**FALL 2014**

*Note: A 45-day comment period will be held from Sept. 18 – Nov. 3, 2014.*

- Sept. 18** Council hearing/first reading (Ordinance) on recommended preferred approach
- Sept. 26** TPAC discussion on recommended preferred approach
- Oct. 15** MTAC begins discussion of recommendation to MPAC
- Oct. 31** TPAC begins discussion of recommendation to JPACT
- Oct. 7** Council discussion on public comments, potential refinements (*if needed*)
- Oct. 9** JPACT discussion on public comments, potential refinements & recommendation to the Metro Council
- Oct. 22** MPAC discussion on public comments, potential refinements & recommendation to the Metro Council
- Nov. 11** Council discussion of public comments on recommended preferred approach and potential refinements
- Nov. 12** MPAC discussion on public comments, potential refinements & recommendation to the Metro Council
- Nov. 13** JPACT discussion on public comments, potential refinements & recommendation to the Metro Council
- Nov. 19** MTAC makes recommendation to MPAC on adoption of the preferred approach
- Nov. 21** TPAC makes recommendation to JPACT on adoption of the preferred approach
- Dec. 9** Council discussion of public comments on recommended preferred approach and potential refinements
- Dec. 10** MPAC recommendation to the Metro Council on adoption of the preferred approach
- Dec. 11** JPACT recommendation to the Metro Council on adoption of the preferred approach
- Dec. 18** Council action MPAC and JPACT recommendations on adoption of the preferred approach (Ordinance)

**CLIMATE  
SMART**  
COMMUNITIES  
SCENARIOS PROJECT

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# Community Conversations Report

March 28 and  
April 2, 2014

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*Prepared for Metro by  
JLA Public Involvement, Inc.*

**MAKING A  
GREAT  
PLACE**







# Community Conversations Report

March 28 and April 2, 2014

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The Climate Smart Communities Scenarios Project was initiated in response to a state mandate from the 2009 Oregon Legislature to reduce per capita greenhouse gas emissions by 20 percent from cars and small trucks by 2035.

The goal of the project is to engage community, business public health and elected leaders in a discussion with their communities to shape a preferred approach that meets the state mandate and supports local and regional plans for downtowns, main streets and employment areas.

As one part of the engagement effort, Metro convened two discussion groups of community leaders. At the first discussion on March 28, 2014, leaders were invited to weigh in on the investments and actions under consideration for inclusion in the preferred approach.

The second discussion on April 2, 2014, was an open dialogue with community leaders on ways that Metro and its state and local partners can ensure that the investments and actions recommended are implemented in a way that is equitable and meets the needs of our diverse communities. This report provides an overview and key themes of both community conversations.



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# COMMUNITY CONVERSATION #1 – Shaping the Preferred Approach

Climate Smart Communities Scenarios Project

Friday, March 28, 12:30 p.m. to 3:00 p.m.

Metro Regional Center

## Meeting Participants

Dave Nielsen, Home Builders Association  
Heidi Guenin, Upstream Public Health  
Jonathan Ostar, OPAL Environmental Justice  
Philip Wu, Kaiser Permanente  
Eric Hesse, TriMet  
Glenn Koehrsen, Clackamas County Aging Services Advisory Council  
Jake Warr, TriMet Transit Equity Committee  
Andrea Hamberg, Oregon Health Authority  
Corky Collier, Columbia Corridor Association  
Cora Potter, Ride Connection  
Mike Houck, Urban Greenspaces Institute  
Lainie Smith, ODOT Region 1  
Duncan Hwang, Asian Pacific American Network of Oregon  
Linda Moholt, Tualatin Chamber of Commerce  
Steve White, Oregon Public Health Institute  
Chris Hagerbaumer, Oregon Environmental Council  
Ramsay Weit, Community Housing Fund

## Staff and Facilitation Team

Kim Ellis, Metro  
Peggy Morell, Metro  
Patty Unfred, Metro  
Cliff Higgins, Metro  
Deena Platman, Metro  
Roberta Hunte, PSU and JLA Public Involvement  
Jeanne Lawson, JLA Public Involvement  
Sylvia Ciborowski, JLA Public Involvement

## Background

As part of its public engagement effort for the CSC Scenarios project, Metro convened a group of community leaders representing diverse interests to discuss six key investment areas to help inform Metro’s regional policy advisory committees (MPAC and JPACT) as they develop their recommendation for a draft preferred approach for the project. The meeting focused on the following policy questions:

- How should the region make investments into the six areas in a way that meets the needs and visions of diverse communities across the region?
- Given the current uncertainty around transportation funding, how should we pay for investments?

## Meeting Summary

### Welcome and Introductions

Metro Councilor Bob Stacey welcomed participants and explained that this meeting is the first of two community conversations that Metro is hosting to get input on strategies that are being discussed for reducing greenhouse gas emissions and creating great communities. The focus of the first meeting was to capture input, thoughts, and concerns to share with members of the Metro Policy Advisory Committee (MPAC) and Joint Policy Advisory Committee on Transportation (JPACT) who have been charged with making a recommendation to Metro Council on the draft preferred approach.



Jeanne Lawson, JLA Public Involvement, introduced herself as the facilitator of the meeting. She reviewed the agenda and purpose of the meeting.

### Presentation: Overview of CSC Scenarios Project

Councilor Stacey provided a brief overview of the project, noting that the project was initiated in response to a mandate from the Oregon Legislature to reduce greenhouse gas emissions in the region by 2035. He identified the project goal as an opportunity to engage community, business, public health and elected leaders in a discussion about how to meet the state mandate while supporting local and regional visions for healthy, more equitable communities and a strong regional economy. He added that the project seeks to find ways to meet the greenhouse gas emissions target using those strategies that will also support community visions and goals.

Councilor Stacey indicated that communities across the region are *already* taking important actions and making investments that reduce greenhouse gas emissions and that those actions and investments already being implemented will be included in the preferred approach. He noted that participants were being asked to focus on **six investment areas** that MPAC and JPACT need more community feedback on:

1. **TRANSIT** – Maintaining and making transit more convenient, frequent, accessible and affordable
2. **WALKING and BIKING** – Making walking and biking more safe and convenient
3. **ROADS** – Maintaining and making streets and highways more safe, reliable and connected
4. **SMART ROADS** – Using technology and “smarter” roads to actively manage traffic flow and boost efficiency
5. **PARKING** – Managing parking using a market-responsive approach to make efficient use of parking resources
6. **MARKETING & INFORMATION** – Providing information and incentives to expand walking, biking, carpooling and use of transit and fuel-efficient driving techniques

Councilor Stacey concluded by presenting other opportunities to get involved:

- Online public comment tool: [www.makeagreatplace.org](http://www.makeagreatplace.org)
- Three community forums (details in handout)

- Fall 2014 public comment period, which is the final opportunity to provide input on the draft preferred approach.

## Presentation: Key Themes from Stakeholder Interviews

Sylvia Ciborowski, JLA Public Involvement, reviewed key themes from stakeholder interviews conducted in early 2014. Metro and JLA interviewed thirty-three leaders in public health, equity, environment, and business, as well as elected officials from across the region, to understand their priorities and concerns about the six investment areas. The main points from these interviews regarding the six key investment areas are included in Appendix 1 of this summary.

## Small Group Discussion: Review of Issues for Each Investment Area

Participants worked together in three small groups to provide additional input on each of the six investment areas. After reviewing the stakeholder input for each area, participants indicated whether the priorities and concerns raised capture what is important to their communities and provided additional input. They wrote their comments on flip charts, and staff reported out what was discussed. A full list of comments is included as Appendix 2 of this summary. Main points included:



### 1. **TRANSIT – Maintain and make transit more convenient, frequent, accessible and affordable**

- High capacity transit options should be carefully planned. For example, bus rapid transit might be a better option than light rail in some situations because it is lower cost and provides good efficiency.
- There is a need for better regional connectivity beyond the “hub and spoke” model. TriMet System Enhancement Plans are beginning to move in this direction. Unconventional options could help serve less dense communities, such as small, local shuttle buses that feed into TriMet routes. Examples of Grovelink in Forest Grove and the Tualatin Shuttle were provided.
- Transit planning should happen in conjunction with land use and community planning—not after.
- Prioritize low-income communities for bus service improvements. Keep fares low, connect to the region's small or mid-size communities, and invest in increased bus service more than light rail and capital projects.
- Consider potential gentrification and other impacts of light rail on existing communities.
- Transit fleets should switch to more carbon-efficient fuels.
- Make transit more appealing and convenient for users. This could include incentives like regional or youth bus passes, or a lower age for the senior discount.
- Consider using TriMet service instead of school bus service to transport students. This could increase ridership, provide a new funding source, and develop a habit of transit ridership among youth.

## **2. WALKING and BIKING – *Make walking and biking more safe and convenient***

- Participants generally agreed that walking and biking improvements should be a high priority, and particularly support projects that focus on *safety* and *improving health*. This may mean prioritizing separated facilities.
- It is important that investments create complete streets and complement road improvements. The region needs intermodal hubs, but at the same time each mode should be sufficiently developed so that people can get to their destinations using a single mode.
- Demographics are changing in the region in terms of how people choose to get around. Younger populations drive less and have decreased car ownership, and persons with disabilities and older populations who have stopped driving need better walking options and amenities. Mixed used communities are needed, particularly for seniors.
- *Integrated systems* are needed that connected walking and biking routes (including trail routes) to transit. Integrated projects may also be eligible for more funding sources.
- Marketing should not promote the message that *everyone* should bike and walk. Not everyone can bike and walk, particularly if their work patterns do not allow for it.
- There is a lack of dedicated funding sources for bicycle/pedestrian projects. Funding is needed for both maintenance and capital projects.
- Improvements should not just focus on commuters. Improvements also should be made to facilitate short neighborhood trips and recreation.
- We need better options for the “last mile” of travel.

## **3. ROADS – *Maintain and make streets and highways more safe, reliable and connected***

- Making streets and highways *safe* should be a key priority.
- Connectivity is important, but means different things to different people.
- Road improvements should not impact natural areas. Use Green Street guidelines.
- Complete streets are important. Prioritize investments to roads that have access to transit and are integrated with walking and biking facilities.
- We need to be more strategic about which roads we invest in and where we invest. Investments should be tailored to improve the best and highest use of each road. Some roads may be better suited as a freight road vs. a bike/ped corridor, for example. Similarly, developers who put in new roads should build them strategically to integrate into and improve existing systems.
- Multimodal streets are important, but separate modes when it would result in efficiency and where other modes have other easy nearby access.
- Road improvements should be made equitably across the region. Consider which populations are receiving priority in road improvements. For example, more investment is needed in East Portland.
- New funding sources are needed beyond the gas tax, which is not a sustainable funding mechanism.

## **4. SMART ROADS – *Use technology and “smarter” roads to actively manage traffic flow and boost efficiency***

- All of the groups supported technology in general, and some noted the importance of investing in technology and road maintenance *before* making capital investments like road widening. They particularly support the use of technology to help reduce idling and congestion, and making technology as reliable as possible. Efforts to reduce congestion would also help reduce emissions from freight vehicles, which emit the highest amount of greenhouse gases while stuck in traffic.
- Technology about delays and conditions need to be in real-time. Drivers need to get information about delays *before* they begin their trip. Examples could be taken from the freight community, which prices every trip in advance.

- Ideas for specific technology investments:
  - Provide information about real-time ambient air quality on freeways.
  - Create ways for people to price their different travel options. For example, a Smartphone app could show the true cost of driving (gas, insurance, etc.) so that travelers can make their mode choice before they make the trip.
  - Install bus jump lanes to improve on-time performance.
  - Implement technology to better handle incident congestion.
  - Consider congestion pricing and tolling options, and explore successful examples or case studies.
  - Increase TSMO funding.

**5. PARKING – *Manage parking using a market-responsive approach to make efficient use of parking resources***

- All groups focused on the idea that “free parking is never free—it is just a matter of who subsidizes it.” This message needs to be more widely communicated, as well as the message that paid parking has economic and health benefits.
- If paid parking is instituted, there must be corresponding strong investments in other transportation options so that people have a real alternative to driving.
- Paid parking strategies should not harm retail business.
- Parking management strategies must be tailored to each community. This means that strategies must begin with *data collection and assessment* to ensure that the strategies meet the community’s needs. At the same time, there should be consistent rules and standards across the region to facilitate understanding when people park in different parts of the region.
- Electronic information about parking would be useful.
- Many creative parking solutions should be considered. This could include shared parking, employer-provided free parking, and working with lenders in local government to limit parking.
- An equity issue exists when low-income residents must move to outer communities; since driving may be their only option, paid parking can negatively impact them.
- Revenues from parking could be given to local Transportation Management Associations (TMAs) or to provide community benefits.

**6. MARKETING & INFORMATION – *Provide information to expand walking, biking, carpooling and use of transit and fuel-efficient driving techniques***

- All groups agreed that it is very important to provide information in new and relevant formats. Electronic information and smart phone apps are increasingly important.
- Make an effort to educate employers about commuter options to their particular places of business, so that they can pass this on to employees. Employers should also be educated about tax incentives connected to transportation options.
- Don’t just focus on information for commuters. Expand marketing to the youth and elderly, and provide information on transportation options for non-work travel.
- Tailor campaigns for effective communication to new audiences. This may mean translating into different languages and finding appropriate messengers.

**Large Group Discussion: Priority Messages for MPAC and JPACT**

Participants discussed the priority messages that should be provided to MPAC and JPACT as they move towards a preferred approach. Participants responded to the following questions:



- Considering the full range of issues identified by various interests and the stakeholder interview input, what are the main messages that should be share with MPAC/JPACT about the six investment areas?
- What are the key considerations for MPAC/JPACT as they decide how the region should pay for investments?

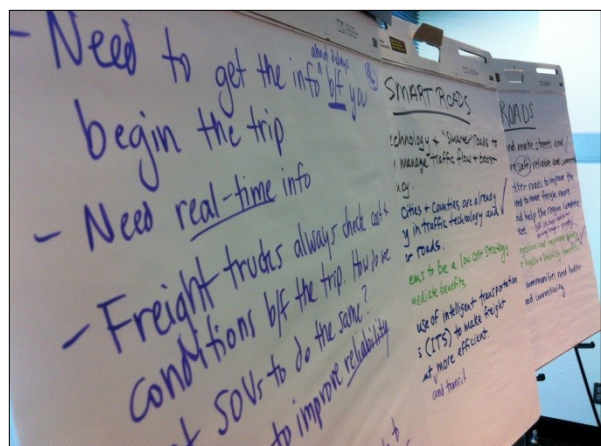
The key messages from this discussion included:

### GENERAL MESSAGES ABOUT THE PREFERRED APPROACH

- The preferred approach should not just focus on greenhouse gas reductions; instead, it should focus on the **co-benefits** of the various investments and actions. However, from the perspective of a climate change advocate, the preferred approach should focus on measures that will lower emissions at the lowest cost, and *then* look at co-benefits. The most cost-effective investment is to transition from internal combustion fuels to low/non-carbon vehicles and fuels.
- The investments should be considered under an **equity lens analysis**. Improvements should be equitably distributed and include low-income communities. The existing distribution of transportation and land use investments is not equitable and must be rethought.
- Investments in **transit and urban design** are crucial, and are in significant part a local responsibility.
- Decision makers need to pay more attention to **affordable housing** and locating such housing near employment. Look to successful models like Vancouver, B.C.
- **Mixed-use, livable communities** are crucial, particularly for seniors and people with disabilities who benefit greatly from having services nearby.
- Investments should be made in **climate adaptation and preparation**. While the listed investments and actions can help curb future climate change impacts, environmental changes are imminent and the region must prepare for this. Various land use and environmental strategies can help address this.
- The effectiveness and fairness of the investments varies with the **differing income levels** of individuals. Different options must be provided to people at various levels of wealth.
- The preferred approach should result in **increased modal choice**. The focus should not be on reducing or expanding one mode over another, but about expanding choice and making it easier for people to choose the travel option that best meets their needs.

### TRANSIT AND WALKING AND BIKING

- Transit, walking and biking investments should receive priority because they help achieve **public health goals**.
- Transit, walking and biking improvements **benefit freight** movement because they help remove single occupancy vehicles from roadways.
- Improved transit is valuable to the region's economy because it gives people **access to a wider range of jobs**, and gives employers access to a larger pool of employees.
- To provide **regional connectivity**, a good strategy is for TriMet to supply transit to suburban communities and for those communities to provide **local service to connect into the TriMet's "hub and spoke" system**. This provides better service at lower expense. Grove Link Service is an example.



## ROADS

- Investments in roads are needed to help **support the economy and job creation**. Creating more family wage jobs should be a major objective of the project.
- Focus investments now on **how we want people to travel in 50 years**. If this isn't in cars on roads, investments must be made elsewhere.

## MARKETING & INFORMATION

- Marketing and information strategies should **make the cost of driving more explicit** so that people can weigh their travel options. People are more likely to change their behavior based on cost and economics.

## FUNDING

- People move to the Portland metropolitan region because of its unique quality of life. We may need to **think differently about how we invest in the economy** to maintain this quality of life.
- **More funding is needed**, particularly for non-road projects. Bike/ped projects are much less expensive than transit and road projects and provide important co-benefits.

### Individual Survey about Funding

Participants completed a short survey in response to the question: ***“How do you think funding should be allocated among the six investment areas?”***

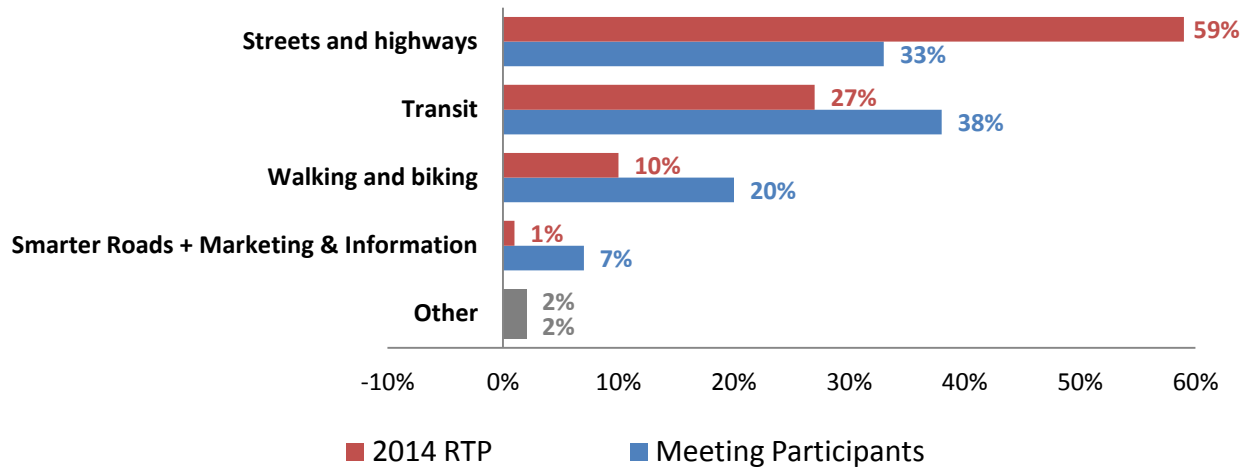
Staff showed a chart indicating how funding is currently allocated among the six investment areas in the Regional Transportation Plan (RTP) and explained that the CSC Scenarios project will be implemented through the RTP. Participants were asked if they agree with the funding split in the RTP, and to indicate what percentage of funding they think should be allocated to each of the investment areas. This survey question was meant to be an exercise to understand the general priorities of participants, *not* as a way to influence the actual level of funding in the RTP.



The chart below summarizes participants' responses. Responses showed that participants would like to see a much higher percentage of funding go towards transit and walking and biking investments, and less funding for street and highway projects.



*Survey: How do you think funding should be allocated among the six investment areas?*



*\* Note: Parking management funding is not included in the RTP.*

### Wrap Up and Adjourn

Staff thanked members for their participation and reminded them that the second community conversation on April 2 will focus on implementation issues. Selected community conversation participants representing equity, public health, business, and the environment will participate in a panel at the April 11 MPAC/JPACT meeting to carry forward key messages.



# COMMUNITY CONVERSATION #2 – Implementing the Preferred Approach

Climate Smart Communities Scenarios Project  
Wednesday, April 2, 12:30 p.m. to 2:30 p.m.  
Metro Regional Center

## Meeting Participants

- Heidi Guenin, Upstream Public Health
- Jonathan Ostar, OPAL Environmental Justice
- David Hanson, Multnomah County Aging & Disability Services
- Philip Wu, Kaiser Permanente
- Eric Hesse, TriMet
- Carlos Lopez, Centro Cultural
- Glenn Koehrsen, Clackamas County Aging Services Advisory Council
- Jake Warr, TriMet Transit Equity Committee
- Corky Collier, Columbia Corridor Association
- Cora Potter, Ride Connection
- Mike Houck, Urban Greenspaces Institute
- Lainie Smith, ODOT Region 1
- Mike Rosen, City of Portland Bureau of Environmental Services
- Tuck Wilson
- Mara Gross, Coalition for a Livable Future
- Stephan Lashbrook, SMART Transit
- Duncan Hwang, Asian Pacific American Network of Oregon
- Linda Moholt, Tualatin Chamber of Commerce
- Steve White, Oregon Public Health Institute
- Julia Meier, Coalition of Communities of Color
- Mychal Tetteh, Community Cycling Center

## Staff and Facilitation Team

- Kim Ellis, Metro
- Peggy Morell, Metro
- Patty Unfred, Metro
- Cliff Higgins, Metro
- Roberta Hunte, PSU and JLA Public Involvement
- Jeanne Lawson, JLA Public Involvement
- Sylvia Ciborowski, JLA Public Involvement

## Background

As part of its community engagement effort for the CSC Scenarios project, Metro convened a group of community leaders representing diverse interests to have an open dialogue on ways that Metro and state and local partners can ensure that investments and actions of the Climate Smart Communities Scenarios project are implemented in a way that is equitable and meets the needs of the region’s diverse communities.

It was an opportunity to inform development of a near-term implementation plan this summer and to provide ideas for how best to involve communities as the region’s preferred approach moves forward to implementation.

## Meeting Summary

### Welcome and Introductions

Metro Councilor Sam Chase welcomed participants and thanked them for their participation. He provided some background on Metro's Equity Strategy project, and noted that low-income populations make up a large portion of the region yet do not have much voice in planning efforts. He stressed the importance of making investments in underserved areas, particularly in regard to access to transportation, schools and quality of life. He also recognized that many participants work for non-profit organizations and thanked them for their important community work and the time they were giving today to inform the project.

Jeanne Lawson, JLA Public Involvement, introduced herself as the facilitator of the meeting. She reviewed the agenda and purpose of the meeting. The purpose of the first community conversation, held on March 28, was to get input on the six priority investment areas to advise the Metro Policy Advisory Committee (MPAC) and Joint Policy Advisory Committee on Transportation (JPACT). Today's meeting is intended to be an open discussion about what Metro needs to consider in terms of implementation. This meeting was prompted by results of stakeholder interviews that showed that there is real concern about how the project's investments and actions will be implemented.

### Presentation: What We've Heard about Implementation Challenges

Roberta Hunte, PSU and JLA Public Involvement, and Sylvia Ciborowski, JLA Public Involvement, reviewed key themes from stakeholder interviews conducted in early 2014. Metro and JLA interviewed thirty-three leaders in public health, equity, environment, and business, as well as elected officials from across the region, to understand their priorities and concerns about the six investment areas. Many interviewees made comments about implementation or had concerns about how the investments and actions would play out on the ground. In addition, equity stakeholders were specifically asked questions about implementation. The main points from these interviews regarding implementation are included in Appendix 3 of this summary.

### Presentation: Context for Considering Implementation Issues

Kim Ellis, Metro project manager, provided background information on implementation of the CSC Scenarios project. She explained that the project will not result in a "Metro Plan" implemented by Metro. Instead, the project is an effort to make recommendations that will influence future local, regional and state plans and implementation efforts. Metro's policy committees will make recommendations about investment priorities and how the region can support those investment areas. She explained that implementation will include on-the-ground projects such as transit improvements, new sidewalk connections, and an expanded arterial system to help move freight and people—but will also involve advocacy in communities and at the regional and state level to help fund and support such projects or make policy changes that reduce barriers to implementation. While the CSC Scenarios project stems from a legislative mandate to reduce greenhouse gas emissions, it is framed around using those strategies to support broader community visions and goals, and the region's six desired outcomes.

Kim Ellis reviewed the project timeline. On May 30, 2014, MPAC and JPACT will make a recommendation to the Metro Council on a draft preferred approach for the project. Over the summer, Metro will evaluate the potential impacts of this approach and develop a draft near-term implementation plan. This will be shared with the public in the fall of

2014. The public can weigh in on this during the formal comment period in September 2014. MPAC and JPACT will make their final recommendation in November 2014 and Metro Council will take final action in December.

Kim Ellis told participants that Metro wants to know how participants would like to continue to be engaged. She explained that the feedback from today's conversation will help inform Metro's community engagement going forward and it will be shared with MPAC and JPACT at their joint meeting on April 11.

## Large Group Discussion: Implementation Challenges and Solutions

Jeanne Lawson invited participants to respond to these overall questions:

- 1) What are implementation challenges, issues and solutions?
- 2) How should communities and constituents continue to be engaged?

The main points of the discussion are outlined below.

### Co-benefits Should Be a Focus of the Project

- Participants agreed that the preferred approach should **focus on co-benefits**, even though the goal of the project is greenhouse gas reduction. Priority should be given to those projects that provide immediate community benefits beyond just reducing greenhouse gas emissions. Only by focusing on co-benefits will we change the way people travel and live, so there needs to be a connection between changes in human behavior and the ultimate goal. For example, increased funding for transit will reduce greenhouse gas emissions, but more importantly, it will help address equity issues, improve access and connectivity, and provide a low-cost travel option. Similarly, investments that have a large co-benefit but may not do much to reduce greenhouse gas emissions should still be strongly considered for inclusion in the preferred approach.

On the other hand, some climate change advocates said that the preferred approach should focus on measures that will lower emissions at the lowest cost, and *then* look at co-benefits. The most cost-effective investment is to transition from internal combustion fuels to low/non-carbon vehicles and fuels.

- A TriMet representative noted that **TriMet's System Enhancement Plan** process is engaging communities to define how they want transit to look in the future, and is focused on co-benefits of transit and implementation. However, the process will not be complete for another couple of years so the timeline does not sync up well with the CSC Scenarios project.
- One participant provided a model for how to **measure co-benefits as they relate to community engagement**. The implementing jurisdictions or agencies should circle back to communities to show how input was used, explain what progress has been made, and ask community members whether they are seeing real benefits in their communities as a result.
- The **relationship between the CSC Scenarios project, Regional Flexible Funds, and Regional Transportation Plan** needs to be made clearer, so that there is an understandable picture of how co-benefits will be realized. The project should consider *all* the outcomes we're trying to accomplish.

### The Impacts of Climate Change are an Equity Concern

- **Climate adaptation or preparation strategies** need to be included in the preferred approach. There needs to be a more explicit nexus and coordination between Metro's work, transportation and land use planning efforts by the City of Portland, Multnomah County, and the City of Portland's Climate Action Plan.

Transportation and land use plans need to include ways to address the impacts of climate change, which may have a disproportionate negative impact on agriculture, human health, and low-income communities. This is a major equity concern, and should be shared at the April 11 MPAC/JPACT meeting.

Attention also needs to be paid to other greenhouse gas reduction strategies that result in multiple benefits, such as carbon sequestration. The time to consider climate adaptation strategies is *now*—not when we are in a dire situation facing the realities of climate change.

### **Demographics, Jobs and the Economy Need to be Considered**

- Consider **jobs, housing, and transit match**, beyond just the balance of jobs and housing. Jobs of the appropriate skill level and salary must exist near communities with residents that can fill those jobs, and efficient transit must be provided to transport the right employees to the right jobs.
- **Demographics are changing**. Washington County is set to become the most diverse community in the region. Investments must be made with consideration of these changes.
- While equity is important, there also must be a focus on improving job quality and the economy of the region. There is a **lack of high quality, higher paying jobs** in the region, especially as compared to surrounding states. Education has suffered and the region lacks talent to fill professional jobs. It is unacceptable that the region’s low-income communities combined would be the second-largest city in the region. Focusing on education will help reduce poverty.
- There is **lack of housing located near transit to fit all income levels**. This includes both low-cost or affordable housing and upper-end housing for higher paid professionals.

### **Make Investments based on Data, Results and Equity Impacts**

- Analysis of the investments and actions must be **data driven and focused on results**. The analysis should ask: “How does X investment increase jobs, improve health, decrease poverty, etc.?” The biggest bang for the buck will come from investments made in communities with the greatest need—including low-income communities and communities that disproportionately lack resources and opportunities. The region must make investments that will put the region’s future residents in the position to be successful. Investments in impoverished areas should not be made out of charity, but because such investments make economic sense and will improve the success and prosperity of the region. There is enough information and data to support this approach; now it is time to act.
- If the project applies an equity lens, **which equity lens do we use?** Whatever lens is used, it must be deeply embedded into the project. Various cities, counties and organizations in the region are developing their own equity lenses; there should be collaboration among them. The equity lens must also go beyond just planning and into empowerment of communities. A good example is Multnomah County’s Equity Empowerment Lens. There was acknowledgement that Metro’s Equity Strategy currently being developed will provide a framework for how Metro programs and planning efforts address equity in the future.

### **Address Lack of Funding**

- A fundamental issue is the **lack of transportation funding**. Elected officials need to be bold and pursue more funding to implement the actions that their communities desire. Otherwise, we need to face the reality of funding shortages and adjust our expectations accordingly.

## Provide Information to Support Engagement

- Metro and partner jurisdictions should provide a **map of roles, decision-making structure and engagement opportunities** so that communities can provide better input on implementation. It is difficult to provide input without knowing which agencies or organizations are involved in which parts of the project.
- More information is needed about how Metro analyzed the investments and actions to come up with its rankings of relative cost and relative climate benefit. Organizations would like to **review the comparative analysis** to determine how it was done and to better understand the climate benefit and equity implications to be able to analyze trade-offs. It is difficult to have a conversation about implementation without fully understanding the analysis.
- Members discussed the **level of information** that should be provided during outreach, and how to present that information. They suggested that staff structure information dissemination based on feedback received and tailor the information to make it relevant to the community. Agencies should provide all of the information, data, and analysis and let individuals decide how much of that they want to read. Information materials should also clearly indicate the short term, immediate term, and long term benefits of proposed actions. For this project, the short term benefits include better transit and improved communities, while greenhouse gas reduction is the long term benefit.

## Refine and Tailor Future Engagement

- It is important to **clarify that the planners and implementers are not the same**. Metro develops visions, goals and guidance, and it is the cities, counties, and transportation agencies implement them and play the fundamental role in on-the-ground changes.
- To date, **community-based organizations have not sufficiently been engaged** and do not have the capacity to provide input. Communities must be continuously engaged.
- Members of the **business community** want to be engaged, but have **time constraints**. They prefer to be involved in one meeting or in very sporadic meetings, and have other short communications by email or phone.
- Getting the **private sector involved** will be a challenge, but it is important to get their buy-in.
- Community members in crisis will not be engaged because they have other, more pressing priorities. The best way to engage them is to focus *first* on **stabilizing communities and getting people out of crisis**. Then, they will see the immediate impacts of the project and be more interested in and capable of engaging.
- **Public health and equity expertise is a valuable specialty area and should be compensated**. Jurisdictions could pay public health and equity organizations to conduct analyses of impacts, much like jurisdictions pay economic organizations to conduct economic analyses.
- Keep **literacy** in mind; some portions of the population are not literate in any language. Getting information to these populations is a major challenge.
- Metro should **send out periodic emails** to stakeholders and interested parties providing updates on the CSC Scenarios project and upcoming ways to get involved.

## **Wrap Up and Adjourn**

Staff thanked members for their participation and said that they will send out an email update with reports from this meeting and the March 28 community conversation. Selected community conversations participants representing equity, public health, business, and the environment will participate in a panel at the April 11 MPAC/JPACT meeting to carry forward key messages.

# Appendices



# Appendix 1: Key Themes from Stakeholder Interviews about the Six Investment Areas

Key themes heard from leaders across the Metro region and from diverse interest areas included:

- The investments and actions should be a “menu of options” and retain flexibility and local control.
- The whole region should benefit, not just urban areas that may find it easier to implement some of the investments and actions.
- A mix of housing choices is needed, including affordable housing options near transit and jobs, and suburban and rural living options with plenty of space and parking.
- There is a need for more information about implementation. Specifically, equity and public health leaders would like to understand the economic and health impact on low-income communities. Business leaders would like to see the effect on the economy and market competition.

Key themes heard from stakeholders for the six investment areas:

1. **TRANSIT** – Maintain and make transit more convenient, frequent, accessible and affordable
  - This investment area is **the highest priority** for nearly all communities and interest groups. Transit improvements create many **secondary benefits**: transit helps reduce pollution and congestion, improves health, helps integrate communities, and provides a low-cost travel option.
  - Transit must be made more effective for **commuters**. Expand service to employment areas.
  - There is a need for better regional connectivity for suburban communities **beyond TriMet’s “hub and spoke” model**. This could include creative shuttle options.
  - Transit must **serve low-income communities**. This means keeping fares low, connecting to the region's small or mid-size communities, and investing in increased bus service more than light rail or capital projects.
  - Care needs to be taken to make sure that high capacity transit projects don’t result in **gentrification**.
2. **WALKING and BIKING** – Make walking and biking more safe and convenient
  - Walking and biking improvements are a **very high priority** for nearly all communities/interest groups. Like transit, these improvements provide many **secondary benefits**.
  - Projects should focus on **safety** and improving the perception of safety of biking and walking. Projects should also provide **convenient and efficient** travel options to places people actually want to go.
  - Concern about the **lack of dedicated funding sources** for bicycle/pedestrian projects. However, elected officials and business leaders do not want funding taken away from street and highway improvements.
3. **ROADS** – Maintain and make streets and highways more safe, reliable and connected
  - Better roads are needed to **improve the economy**. It is important to help **move freight more efficiently** and help the region compete in the market.
  - Reduced congestion, cleaner air, and improving safety have **positive health and livability benefits**.
  - Suburban communities need better **regional road connectivity**.
  - The goal should be for **complete streets** in which driving complements walking, biking, and transit.

4. **SMART ROADS** – Use technology and “smarter” roads to actively manage traffic flow and boost efficiency
  - While this investment area is not the highest priority, it is **low cost and provides immediate benefits**, so should be part of the preferred approach.
  - Many cities and counties are **already investing** in traffic technology and smarter roads.
  - Intelligent transportation systems (ITS) technology should be extended to make **freight movement** more efficient.
5. **PARKING** – Manage parking using a market-responsive approach to make efficient use of parking resources
  - **“Free parking” is never free** – it is just a question of who bears the cost.
  - Concern about **harming retail businesses**. If paid parking is included, affected businesses should be part of the conversation.
  - Parking management has to be **tailored to each community**. Urban, suburban and rural communities all have very different parking needs and challenges.
  - Regressive parking fees can **negatively impact low-income drivers**. On the other hand, the wealthy are more likely to drive and park so may bear more of the cost.
  - If paid parking is included, there needs to be a corresponding **strong investment in transit** so that travelers have a real alternative to driving.
6. **MARKETING & INFORMATION**
  - Interviewees were split between two different points of view on the value of this investment area.
  - Some said that educational programs can make a huge difference in people’s choices. Printing pamphlets and running ads isn’t enough. The focus needs to be on door-to-door and **individualized campaigns** that can truly change behavior.
  - On the other hand, some interviewees felt that **people already know their travel options**, and that providing more information may be a waste of resources.

# Appendix 2: Flip Chart Notes from conversation #1

This appendix lists all comments provided by participants for the six investment areas during their small group discussion in Community Conversation #1.

## 1. TRANSIT

### Group 1

- Keep fares low
- Regional/youth bus pass
- Side benefit → Increase bus service to school areas and non-urban areas
- Transfer school bus money to transit
- Lower age of senior discount
- More local circulator service (“fractal geometry”)
- Recession → Have to travel farther to access jobs (small or mid-size communities)
- Increased BRT with designated ROW
- What are impacts of light rail to existing communities? (e.g. gentrification)
- Prioritize low-income communities for bus service improvements

### Group 2

- Transit planners need to be more strategic around how they participate in the community master planning
- Complete livable communities
- What else do people need to make transit work for them?

### Group 3

- TriMet SEPs ARE moving beyond hub and spoke
- Jurisdictional partnerships are important
- Need unconventional transit methods to service medium density communities
- What is the value of providing new bus lines vs. really good incentive for buying EV or efficient vehicle?
- Transit fleet should switch to more carbon efficient fuels

## 2. WALKING AND BIKING

### Group 1

- Includes access for disability community
- Integrate bi-state regional trail plan with transit
- Prioritize separated facilities

### Group 2

- Idea that people can walk and bike at all times is lower because of our work patterns.
- Don’t just focus on commute
- However in the Portland region we have a network that supports this
- Better options for last mile
- Need mixed use communities, especially for seniors
- Personal safety
- Place to walk or sit, benches and signs.

### Group 3

- Need equitable distribution of projects, not just downtown
- Complement roads – complete streets

- Create hubs – intermodal (complementary modes) but also make it easy to travel by one mode
- Short trips are “real” too
- We need more money (dedicated and stable)
- Need funding to do more than just maintenance – need to also enhance/do capital projects

### 3. ROADS

#### Group 1

- Turn lanes help keep main roads moving (e.g., right and left turn lanes)
- Transit/park and ride options for commuters from outside of region
- Keep environment/natural features in mind when increasing connectivity (greenstreet guidelines)
- Analyze capacity of roads
- Prioritize roads that provide access to transit

#### Group 2

- Strategically think about what we have and judge more what we need.
- Can builders put funds into a pot for strategic road development/sidewalk development rather than focusing on half street improvements that don’t make real impacts?
- Prioritize walkers and bikers in street maintenance projects
- Be sensitive to transit from walking and biking needs in different areas
- Congestion pricing – need to see examples where it has worked
- Gas tax not sustainable funding mechanism – alternatives needed
- Assuming need to maintain same/existing road network. Maybe not, maybe not such a financial crisis.

#### Group 3

- Must be complete streets. Pedestrians belong on every street, whereas bikes might have other options. A closed street is a big deal for pedestrians. But separate modes when it would result in efficiency.
- Incremental cost of making a street complete is low – but benefit is high.
- Need road investments in East Portland
- Make better roads tailored to the right use (is it a freight road? local road?)
- Congestion is bad for freight. Best GHG reduction comes from a full truck driving without traffic
- Congestion tolling

### 4. SMART ROADS

#### Group 1

- Bus jump lanes to improve on-time performance
- Do this first before widening roads
- Do non-structural strategies before structure changes

#### Group 2

- Use technology to help people avoid sitting in traffic
- Bad idling
- How to handle incident congestion better
- Adding info about real time ambient air quality on freeways

#### Group 3

- Drivers need to get the info about delays before they begin their trip
- Need real-time info
- Freight trucks always check cost and conditions before the trip. How do we get SOVs to do the same?
- Use technology to improve reliability
- Need increase in TSMO funding

- Need more ways to allow people to price their different travel options
- Apps should show true cost of driving (gas, insurance, etc.)

## 5. PARKING

### Group 1

- Money from parking goes to local TMA, community benefits
- Improve access by other modes
- Consider user fee at park and ride lots (will it reduce transit ridership?)
- Downtown parking fees too low (cheaper than the bus?)

### Group 2

- If parking matters – pay for it.
- Employer-provided free parking
- Parking cash out
- Working with lenders in local government to limit parking – needs to be region specific
- Shared parking
- Parking must be accessible to transit for aging and folks with disabilities specifically
- For folks moving between regions simplifying
- How segregating – designating parking
- Gentrification can mean low-income folks in far away areas pay the cost of parking as a burden
- Smart parking systems.

### Group 3

- There are economic and health benefits of paid parking
- Have to do the assessment before implementing the strategy so it is tailored.
- Anything beyond expectation of free parking is step in the right direction
- Concentrate on downtown Portland as the place to experiment. Use different approach for commuters vs. customers, etc.
- Must include electronic information about parking.
- If charging for parking, need to provide alternatives to car travel.

## 6. MARKETING & INFORMATION

### Group 1

- Hard to get people's attention – and costly
- Current efforts focused on commuters → expand focus to other communities and trips
- Changing demographics (e.g. aging, diverse communities, language, etc)
- Coordinate with other transportation investments (e.g. transit)
- Educate about the resources (e.g. mobile apps)
- Develop material/channels on platforms people use
- Combine with employer transit marketing → invest in transit programs
- Depends on transit service

### Group 2

- Let's not oversell walking and biking
- Tax advantage plans need to be marketed through employers
- Remove perverse tax incentives that give more to folks who drive than those who don't
- In areas where public adoption worked, ask what worked and see if we can we mimic some of those things.
- Focus on providing more affordable options and not just reducing greenhouse gas emissions

- Find different audiences for workplace campaigns – don't just focus on white collar workers
- Selling program based on co-benefits

Group 3

- Work trips are 30% of trips – so need to focus beyond workplace campaigns
- Tailor campaigns (translation, appropriate messenger, etc.)
- Think about the crossover between this strategy and technology/smarter roads
- Leverage electronic materials. Make info and incentives available at point of purchase (i.e. when a traveler is making the choice to drive, bike or take transit)
- Target marketing to employees that actually CAN switch to transit

# Appendix 3: Key Themes from Stakeholder Interviews about Implementation

In early 2014, Metro and JLA Public Involvement conducted 33 stakeholder interviews with elected officials and community leaders that represent a broad range of interests, including business, the environment, equity, and public health.

Many interviewees made comments about implementation or had concerns about how the investments and actions would play out on the ground. In addition, equity stakeholders were specifically asked questions about implementation.

Overall, the main implementation issues identified by interest area include:

- **Business:** Concern about how the investments and actions may impact the economy and competitiveness. The project should not impede economic development priorities, nor should it penalize industries that by their nature have limitations in what they can do to reduce greenhouse gas emissions.
- **Elected Officials:** There is a need for local control and flexibility in implementation. There cannot be a one-size-fits-all solution.
- **Equity/EJ and Public Health:**
  - Questions about the economic and health impact on vulnerable populations of each of the investments and actions. All actions should be studied to determine their economic and health impact on low-income communities, and to see how benefits and burdens are distributed to different communities in the region.
  - Questions about implementing actions so as to avoid gentrification/displacement of low-income populations. There is a need to ensure affordable housing near jobs, downtown and transit.
  - How do you put in place funding mechanisms that don't disproportionately impact low-income communities? Any regressive fee or structure will negatively impact low-income folks.
  - Need to apply an equity lens. This lens should ask which communities/demographics are getting improvements first. Projects should be distributed equitably—not just downtown.

## 1) IMPLEMENTATION ISSUES – by investment area

Some of the investment areas have particular implementation issues. These are the main implementation issues that stakeholders brought up:

- **Implementing local zoning, comprehensive and transportation plans**
  - Elected officials said:
    - Local jurisdictions must maintain control over how to implement local plans and how to site new services and businesses within their boundaries.
    - Need to provide a variety of housing and development options.
    - Transportation and land use plans often do not consider how each community fits within regional context. May need to reevaluate plans to see how they work with one another across jurisdictional boundaries.
    - How do you deal with the growing community pushback against density, particularly lack of parking when dense housing comes in?

- Equity concerns:
  - Creating denser communities may lead to higher housing costs and gentrification, displacing low-income communities.
  - May need to reassess local plans that did not originally consider health impacts and affordable housing.
- **Managing the UGB**
  - How do we both keep a tight UGB to encourage dense development, and also provide enough industrial and employment land as well as provide desired spacious suburban and rural housing options?
- **Transit**
  - Need to balance investments that serve different riders:
    - Need more bus lines or Bus Rapid Transit to serve low-income communities living in outer parts of the region.
    - Make investments that make transit more appealing to commuters (more high capacity transit or bus rapid transit, and faster and frequent service).
    - Suburban communities that are not well served by TriMet's hub and spoke model.
    - Transit dependent riders need good service too, even if they do not live in the highest potential ridership areas.
  - Need to avoid gentrification that often follows high capacity transit.
- **Parking management**
  - Need to avoid harming the economy and retail business. If parking cost increases are planned, impacted businesses must be part of that conversation.
  - Need to do an assessment of parking management needs for each community, so that the strategy is tailored to that community.
- **Funding mechanisms**
  - Regressive fees may disproportionately impact low-income residents. One suggested solution is to charge fee in proportion to income, or have an exemption for low-income residents.
  - There is concern about how the increased cost of driving might affect manufacturers and haulers and the competitiveness of the market in Oregon.

## **2) POTENTIAL SOLUTIONS**

Environmental justice, equity and public health leaders provided some potential solutions to implementation challenges, including:

- To avoid displacing vulnerable populations as housing costs rise:
  - Community Benefit Agreements
  - Community self-sufficiency strategies
  - Inclusionary zoning
  - Urban renewal districts provide the opportunity to increase the amount of affordable housing by requiring a certain percentage set-aside for affordable housing.
  - Tax abatements for developers that build affordable housing units into Transit Oriented Development communities.
  - A requirement within the region that each jurisdiction contain a certain percentage of all housing types, including condos, apartments, single family homes, affordable housing, etc.



- Suggest changes in housing development requirements to help increase transit service. For example, new housing developments might be required to locate near bus service. Employers might also provide subsidies for commuters.
- Policy guarantees may ensure that strategies are implemented in an equitable way. Examples:
  - Community Benefit Agreement
  - Health Impact Assessment
- Local comprehensive plans and transportation projects should have more stakeholders engaged than typical. This will ensure that equity is considered at the project level. For example, advisory committees for transit projects should include more community representation.

### **3) COMMUNITY ENGAGEMENT**

#### **How should communities and organizations continue to be engaged throughout implementation?**

Equity and Environmental Justice leaders provided the following suggestions for community engagement:

- *Generally, these leaders said there is a need for Metro to engage low-income communities and communities of color in a meaningful and collaborative way, which means engaging them early, helping to build capacity so that they can participate fully, and keeping them engaged throughout the entire process. The project messaging also needs to be written in a way that is relevant to the daily lives of these communities.*
- Messaging about Metro projects is often full of jargon and not made relevant to all people. Messaging must be put in a context that low-income communities and communities of color understand. How will the project affect their daily lives? How does the project relate to affordable housing, poverty, gentrification, and things that they care about?
  - From elected officials and business representatives: The project needs to be made relevant to individuals and their own priorities. The message should focus less on climate change benefits, and instead on how the project will create better communities for people. Need to personalize the project to make people willing to pay, and explain what their money will buy.
  - Go beyond calling this the CSC Scenarios project. Emphasize that the project is about building great communities.
- Non-profit organizations need capacity-building to effectively participate in or understand complex Metro projects. Organizations may not have a traditional environmental focus or expertise in climate change issues.
- Need for financial resources to be able to participate. Equity and public health nonprofit organizations are underfunded and understaffed. Find ways to compensate non-profit organizations for their involvement in projects like the CSC Scenarios project
- Project timelines need to have sufficient time and flexibility to engage communities.
- Some of the stakeholders interviewed want to be engaged in Metro's work holistically, not on a project-by-project basis or piecemeal approach. They feel they are only being asked for their input whenever it is convenient for Metro. They are more interested in focusing on equity strategy development and policies and practices within Metro, rather than working on specific projects.
- With the equity community, there will always be the question of implementation. It is difficult to prioritize the investments and actions without knowing what they will look like on the ground.
- Have different interests in the same room so they can hear one another. Having people from the same interest group talk amongst themselves just maintains silo thinking.
- In presentations and meetings, there needs to be the right presenter and messenger, with the message tailored to the priorities of that group. This applies both when presenting before equity and public health groups and business groups. It is best when the audience is familiar with and has a relationship with the messenger.

## About Metro

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

A regional approach simply makes sense when it comes to providing services, operating venues and making decisions about how the region grows. Metro works with communities to support a resilient economy, keep nature close by and respond to a changing climate. Together we're making a great place, now and for generations to come.

Stay in touch with news, stories and things to do.

**[www.oregonmetro.gov/connect](http://www.oregonmetro.gov/connect)**

### **Metro Council President**

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Craig Dirksen, District 3

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Sam Chase, District 5

Bob Stacey, District 6

### **Auditor**

Suzanne Flynn

Visit the project website for more information about the climate Smart Communities Scenarios Project at [www.oregonmetro.gov/climatescenarios](http://www.oregonmetro.gov/climatescenarios)

The preparation of this report was partially financed by the Oregon Department of Transportation and U.S. Department of Transportation. The contents of this report do not necessarily reflect the views or policies of the State of Oregon or U.S. Department of Transportation.

## Metro Opt In – Climate Smart Communities Scenarios

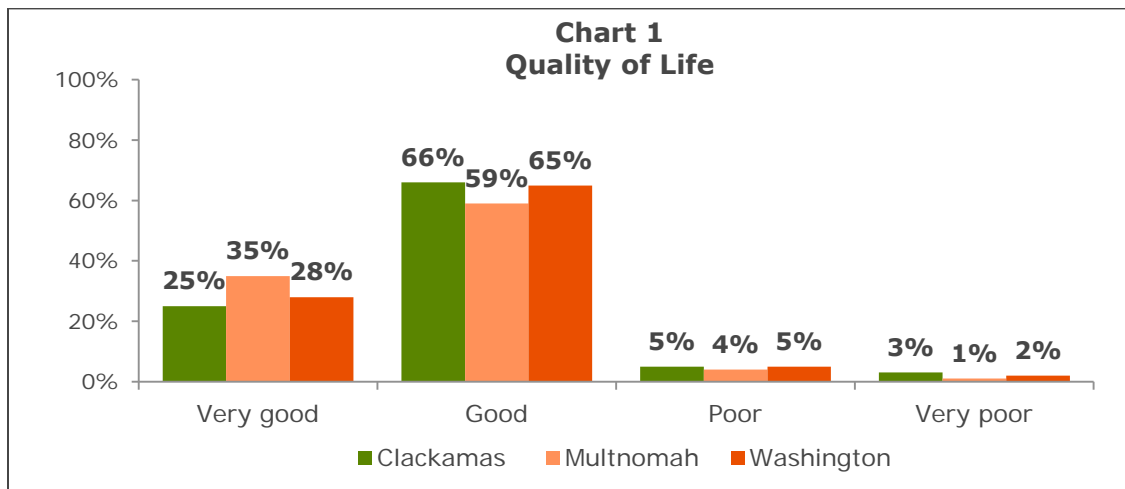
Davis, Hibbitts, & Midghall, Inc. (DHM Research), in partnership with Opt In, conducted an online survey with Opt In members to help Metro gauge attitudes and opinions around strategies to reduce vehicle emissions in the region.

**Research Design:** Between March 25th and April 2nd, 2014, Opt In members were invited to participate in the Metro Climate Smart Communities survey. A total of 1,762 members participated in the survey.

\*It's worth noting that the member profile of the Opt In panel is skewed toward those older in age, higher educational attainment, Multnomah County residents, and Democrats.

### A majority of panelists were satisfied with the quality of life in the region (Q1).

Overall, 94% of panelists felt that the quality of life in the Portland Metropolitan Region was *very good* (32%) or *good* (62%). Just 6% felt things were *poor* (4%) or *very poor* (2%). Panelists from Multnomah County (35%) were more likely than those from Clackamas (25%) and Washington (28%) counties to say the quality of life was *very good*. Democrats (41%) were also more likely than Republicans (14%) and Independents (22%) to rate the quality of life as *very good*.



Source: DHM Research, April 2014

### What are the two most important things you would like your local government officials to do that would improve the quality of life in the region (Q2)?

When panelists were asked to name two of the most important things they would like their local government officials to do that would improve the quality of life in the region, common themes arose. The economy and jobs, education, and transportation were all top-of-mind issues.

## Most Important Issues

*"Better/improved infrastructure (roads, plows, sidewalks) and better/more extensive public transportation" – Washington County*

*"Improve economic opportunities by working more closely with businesses. Improve safety of transportation, streets, etc." – Clackamas County*

*"Create & encourage more living-wage jobs. Improve public education." – Multnomah County*

*"Invest more, always more, in education and climate adaptation/sustainable development." – Washington County*

*"Reduce the number of cars and trucks in the city. Increase investments in pedestrian and human powered transportation." – Multnomah County*

*"More affordable housing close-in, not just out in the far suburbs; recognition that cars are a necessity for many people, particularly low-income people who can't afford to live close-in, and include their reality in transportation planning." – Clackamas County*

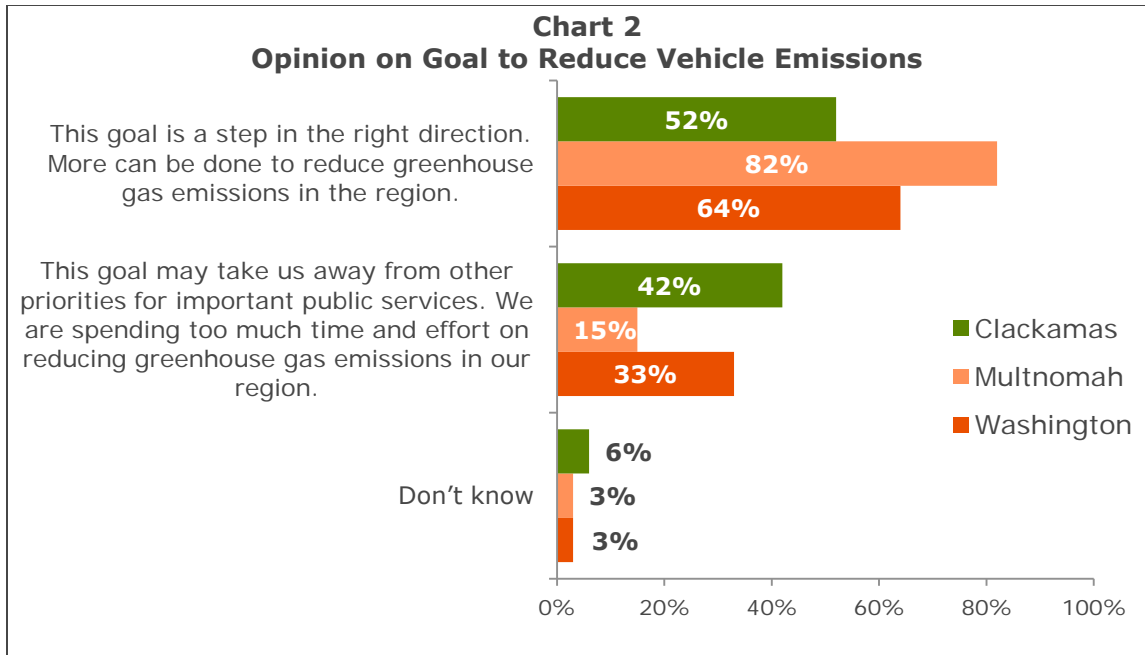
**A majority of panelists felt the goal to reduce vehicle emissions was a step in the right direction. However, some worried it may take away from other priorities for important public services. (Q3).**

### **This goal is a step in the right direction.**

Overall, 73% of panelists felt the goal to reduce vehicle emissions was a step in the right direction and more can be done to reduce greenhouse gas emissions in the region. Multnomah County panelists were more likely than those from Clackamas (52%) and Washington (64%) counties to feel this way. Democrats (89%) and women (80%) were also more likely than both Republicans (19%) and Independents (64%) and men (66%) to agree with this statement. The feeling that this goal is a step in the right direction decreased with age (18-34: 84%; 35-54: 76%; 55+: 65%).

### **This goal may take us away from other priorities for important public services.**

One in four (23%) panelists felt that the goal may take away from other priorities for important public services. Panelists from Clackamas County (42%) were more likely than those from Multnomah (15%) and Washington (33%) counties to feel this way. Republicans (79%) and men (31%) were also more likely than both Democrats (7%) and Independents (32%) and women (15%) to agree with this statement. The feeling that this goal may take away from other priorities increased with age (18-34: 13%; 35-54: 22%; 55+: 30%).



Source: DHM Research, April 2014

**What change would you like to see happen to the Portland Metropolitan region transportation system in the next ten years that would most improve the quality of life for you or your family (Q4)?**

Common changes mentioned included economic growth, expanding public transit, and making it easier/safer to walk and bike.

*"Economic growth should be paramount to all other planning efforts. Without strong economic growth, the region can't pay for ecological and environmental concerns."* – Washington County

*"Increase access to transit in underserved areas. Invest in sidewalks and bike paths to improve safe connectivity."* – Multnomah County

*"I would like to see better pedestrian access to areas. The road I live off of only has a partial sidewalk, with poor crosswalks. If it was safer, I would walk more. I think there has been progress made in some areas, but it could be more widespread."* – Clackamas County

*"Improve speed and accessibility. We need to make public transit a better option to increase usage."* – Multnomah County

*"Additional focus on adding lanes to vehicle traffic and reducing congestion."* – Washington County

*"More and better-maintained sidewalks, bike infrastructure and access to public transit that is safe (and perceived to be safe by all ages)"* – Clackamas County

**Participants’ highest priorities for spending were maintaining our current transportation system, widening roads and building new connections and public transportation (Q39).**

Top priority for spending differed by county with Multnomah County residents prioritizing public transportation (\$25.80); while Clackamas (\$27.50) and Washington (\$25.00) county residents placed highest priority on maintaining and keeping our current transportation system in good condition.

	<b>Clackamas</b>	<b>Multnomah</b>	<b>Washington</b>
<b>Maintain and keep our current transportation system in good condition</b>	<b>\$27.50</b>	<b>\$23.10</b>	<b>\$25.00</b>
<b>Public transportation including making transit more frequent, convenient, accessible and affordable</b>	<b>\$17.20</b>	<b>\$25.80</b>	<b>\$19.00</b>
<b>Connections to more places with sidewalks, walking, and bicycle paths</b>	<b>\$11.60</b>	<b>\$19.10</b>	<b>\$13.50</b>
<b>Widen roads and build new connections to improve vehicle flow and safety</b>	<b>\$22.70</b>	<b>\$10.10</b>	<b>\$22.40</b>
<b>Use technology to improve vehicle flow and safety on roads including timing traffic signals, pedestrian countdown signs, and flashing yellow turn signals</b>	<b>\$15.80</b>	<b>\$13.10</b>	<b>\$14.20</b>
<b>Provide incentives and information to encourage carpooling, walking, bicycling, and public transit</b>	<b>\$5.30</b>	<b>\$8.70</b>	<b>\$5.80</b>
<b>TOTAL</b>	<b>\$100</b>	<b>\$100</b>	<b>\$100</b>

**Metro Climate Smart Communities  
March 2014; N=1762 Opt In Panel  
DHM Research**

1. Overall, do you feel the quality of life in the Portland Metropolitan region is very good, good, poor, or very poor?

Response Category	N=1762
Very good	32%
Good	62%
Poor	4%
Very poor	2%
Don't know	0%

2. What are the two most important things you would like your local government officials to do that would improve the quality of life in the region? Please be specific.

**(OPEN)**

*\* see verbatim Excel file*

Oregon has set a goal to reduce its greenhouse gas emissions from all sources over the next 35 years. To help meet this goal, the Oregon Legislature required our regional government to develop and implement a plan to reduce vehicle emissions from cars and small trucks by 2035, or over the next 20 years. Some ideas to reduce emissions from cars and small trucks include more connected sidewalks, bicycle paths, and public transit to provide more options for people to get around. Other ideas include timed traffic signals, flashing yellow turn signals, and widening roads to help with vehicle flow. The state has been working on cleaner fuels and more fuel-efficient vehicles with other states and the Federal government, which will also help.

3. Below are two statements about reducing greenhouse gas emissions. Please tell me which ONE of the following comes closer to your point of view?

Response Category	N=1762
This goal is a step in the right direction. More can be done to reduce greenhouse gas emissions in the region.	73%
This goal may take us away from other priorities for important public services. We are spending too much time and effort on reducing greenhouse gas emissions in our region.	23%
Don't know	4%

4. What change would you like to see happen to the Portland Metropolitan region transportation system in the next ten years that would most improve the quality of life for you or your family? **(OPEN)**

\* see verbatim Excel file

5. Next, I'd like for you to build a budget based on how you would like to see existing taxpayer money spent on the following six transportation priorities. Your total budget is \$100 dollars. You can assign any amount to a single item—from \$0 to \$100 – but the total of all six priorities will need to be \$100. Remember to allocate the money in the way you feel most closely matches your personal values and beliefs.

<b>Response Category</b>	<b>N=1762</b>
Maintain and keep our current transportation system in good condition	\$24.20
Public transportation including making transit more frequent, convenient, accessible and affordable	\$22.90
Connections to more places with sidewalks, walking, and bicycle paths	\$16.60
Widen roads and build new connections to improve vehicle flow and safety	\$15.00
Use technology to improve vehicle flow and safety on roads including timing traffic signals, pedestrian countdown signs, and flashing yellow turn signals	\$13.80
Provide incentives and information to encourage carpooling, walking, bicycling, and public transit	\$7.50
<b>TOTAL</b>	<b>\$100</b>

6. Which of the following forms of transportation do you use at least once a week? Keep in mind this is for trips to work, school, or run errands, and not for exercise.

<b>Response Category</b>	<b>N=1762</b>
Vehicle	90%
Walk	68%
Public transportation	37%
Bicycle	29%
Carsharing service, for example Zipcar, or Car2Go	5%
Other (motorcycle, skateboard, etc.)	3%
Don't know	0%



7. Which of the following best describes your ethnicity?

Response Category	N=1762
African	0%
African American/Black	1%
American Indian/Native American or Alaskan Native	2%
Asian or Pacific Islander	2%
Hispanic/Latino	2%
Slavic	1%
White/Caucasian	85%
Middle Eastern	1%
Refused	10%

**DEMOGRAPHICS ALREADY COLLECTED IN OPT IN SIGNUP SURVEY**  
**AGE**

Response Category	N=1762
Under 18	0%
18-24	1%
25-34	17%
35-54	40%
55-64	26%
65 or above	16%
Refused	0%

**Education** (Opt In combines first two categories from phone survey, less than high school and high school diploma or less)

Response Category	N=1762
8 <sup>th</sup> grade or less	0%
Some high school	0%
High school graduate	1%
Some college/community college/2-yr degree	14%
College degree/4-yr degree	37%
Post graduate	44%
No answer	2%

**Gender**

Response Category	N=1762
Male	51%
Female	49%
Don't know	0%

**County**

Response Category	N=1762
Multnomah	61%
Washington	25%
Clackamas	14%
Other	0%

## Income

Response Category	N=1762
Less than \$25,000	6%
\$25,000 to less than \$35,000	4%
\$35,000 to less than \$50,000	7%
\$50,000 to less than \$75,000	14%
\$75,000 to less than \$100,000	9%
\$100,000 to less than \$150,000	12%
\$150,000+	6%
<b>(Don't Ask)</b> Refused	

## Political Party

Response Category	N=1762
More of a Democrat	55%
More of a Republican	11%
More of an independent/Other party	30%
No Answer	4%



Date: May 2, 2014  
To: JPACT and Interested Parties  
From: Dan Kaempff, Principal Transportation Planner  
Subject: Regional Travel Options Evaluation Report

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The Regional Travel Options (RTO) program initiates an independent evaluation every two years, addressing a key part of the RTO Strategic Plan:

Objective 1.4 – Measure and evaluate the RTO program to report progress and aid policy decision- making, and to maintain or improve performance.

For the most recent program evaluation, covering 2011-2013, RTO hired Steer Davies Gleave (SDG) to review project results and data. The executive summary of the evaluation is attached to this memo. The full report is available at the following link

<http://www.oregonmetro.gov/index.cfm/go/by.web/id=12130>

Their evaluation shows that the RTO program continues to save commuters and residents money, reduce pollution and offer services and tools to reduce barriers to biking, carpooling, riding transit and walking. In particular, the program's past reductions in vehicle miles traveled have been maintained. This has led to a reduction of almost 47 million miles per year during the 2011-2013 evaluation period.

That annual reduction of 47 million miles translates into numerous benefits for the region. Each year:

- 84,522 people use the region's investments in transit and active transportation, thereby saving time, money and improving their health
- 1.7 million trips from St. Johns to Wilsonville aren't being taken on the region's streets, roads and highways
- 2.2 million gallons of fuel are not consumed
- \$17 million in auto costs are not incurred and returned to the region's economy
- 19 tons of climate change emissions are not produced

These outcomes were achieved through projects funded by the RTO Grant program, and by the TriMet and SMART employer outreach programs, also funded through the RTO program.

The RTO program is a highly cost-effective method of achieving improvements in how we use the regional transportation system. The executive summary goes into greater detail, but one key point to focus on is that the program has matured since its origins in the 1990s. But it also found that a plateau has been reached, both in terms of program funding allocated as well as the rate of growth in program outcomes.

Funding for the RTO program is provided by a RFFA Step 1 allocation of approximately \$2.3 million annually. This funding level has remained flat, other than a 2-3% per RFFA cycle inflationary factor, since 2009. For the program to remain effective, ongoing investment is needed, because new people move into or within the region, new infrastructure is built, people change jobs or enter different phases of their lives. All of these events represent new opportunities for the RTO program to engage people to reduce their automobile use.

Program funding is spent in the following manner:

<b>RTO Funding Distribution</b>	
<b>Grant management, program evaluation, local program &amp; policy development</b>	22%
<b>Regional marketing campaigns, regional rideshare program</b>	25%
<b>Regional grants to partners, TriMet &amp; SMART employer outreach</b>	53%
<b>Total</b>	<b>100%</b>

The upcoming 2015-2017 RTO Grant Program will incorporate recommendations from this evaluation report, particularly with regards to the Multiple Account Evaluation framework, which increases flexibility in how RTO investments are measured and provides a broader method of understanding the program's effectiveness. \$2.1 million in grant funds will be available, with the application process opening in July 2014. Applications are due in December 2014, and grant projects will begin July 1, 2015.

2011-2013 Regional Travel Options  
Program Evaluation  
Executive Summary

**Final Report**

April 2014

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## Regional Travel Option Evaluation Overview

This executive summary outlines the key findings and conclusions from the 2011-2013 Regional Travel Options Program Evaluation. In this period 27 projects were evaluated based on their ability to promote regional goals, enable travel behavior change, and ultimately shape a more livable, equitable, and sustainable metropolitan area.

Each of the 27 projects was assessed with a new Multiple Account Evaluation Framework (MAE) that was customized to align with the RTO program's high level goals and objectives, as well as regional policy and objectives. This new evaluation process allows broader and longer term changes enabled by the RTO program to be evaluated along with direct operational elements of the program.

Based on this evaluation there is strong evidence from 2011-2013:

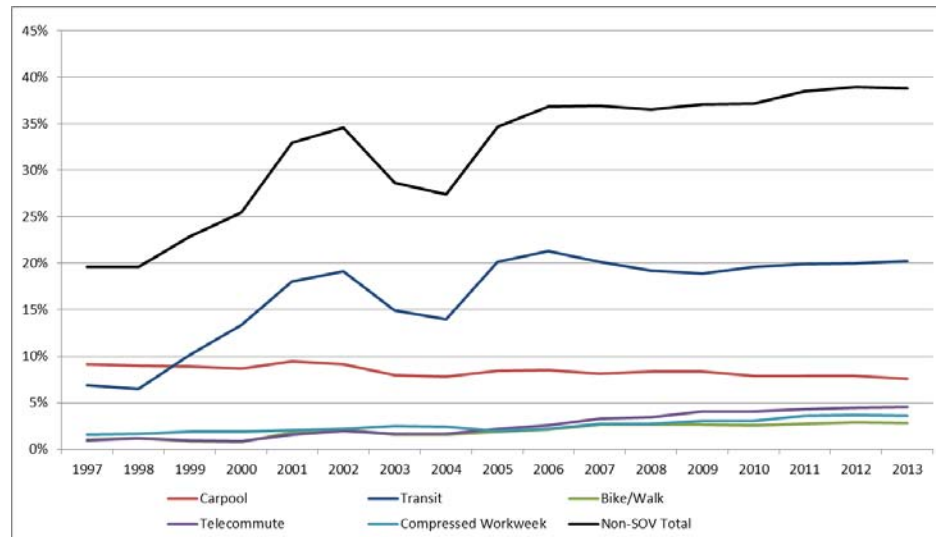
- | The RTO program contributes to the region's triple bottom line goals in a cost effective manner. For example, investment by the RTO Program was matched by other funding sources for a number of projects. Total program spending on projects was \$4,352,701: \$2,514,320 was provided by the RTO program and \$1,838,381 was match funds from other sources. This means \$4 out of every \$10 spent was match funding.
- | Changes in travel behavior create a variety of benefits for the region.
- | The diverse array of RTO program projects have sustained or exceeded the amount of travelers choosing travel options over automobiles.

## Choosing Travel Options

Available data suggests that the overall vehicle miles reduced (VMR) of past periods was maintained - meaning investments in the RTO Program have enabled sustained behavior change. This has led to a reduction in vehicle miles travelled of **almost 47 million miles per year during the evaluation period** - nearly 20 vehicle miles per resident of the metropolitan area. Further, RTO employer outreach partners helped employers reach a 2013 non-single occupant vehicle (non-drive alone) mode split of 39% - a 1.0 percentage point increase from 2011 (Figure 1). Over 84,522 individuals actively participated and nearly 1,000,000 individuals were engaged by different elements of the program.

The evaluation found that RTO Program investments enable a shift to travel options in the region through a variety of tools that are on par with other TDM programs in the country. While some programs have plateaued - meaning their contribution to VMR reduction has slowed, but past reductions are maintained - the overall RTO Program plays a critical role in ensuring annual reductions in vehicle miles travelled are maintained.

**FIGURE 1 1997-2013 NON-DRIVE ALONE COMMUTE TRIPS AT WORKSITES PARTICIPATING IN ECO SURVEY**



### Impact of Travel Change

By reducing auto travel by nearly 47 million miles per year, the RTO program enabled a number of benefits that are in line with regional triple bottom line goals and policy. This reduction reflects investment in travel options since the 1990s, which has led to strong cumulative benefits. In this evaluation period the RTO Program contributed to regional goals and policy:

- | The region saw a large reduction of climate change causing emissions with a reduction of over 18,881 tons of carbon dioxide;
- | Environmental integrity has been enhanced due to large reductions in other local pollutants, like PM10 (particulate matter), that impact human health and adversely affect the environment;
- | The economy benefited with over \$17 million returned to the local economy due to travelers using travel options instead of auto travel. Travelers also saved almost \$24 million in parking fees;
- | Regional equity goals and policies were supported through projects that successfully engaged environmental justice populations - increasing equity and improving accessibility in the region; and
- | A healthy region was promoted by increasing the number of people taking transit, bicycling or walking.

A summary of program benefits is included in table 1. These benefits highlight the program's strength in using travel behavior change as a catalyst to achieve broader regional goals. The new MAE used for this evaluation holistically analyzes each of the programs to best understand its strengths, opportunities for improvement, and contributions to the RTO Program.

## Evaluation Process

This evaluation process thoroughly assessed each RTO program project based on 18 indicators across five accounts. The accounts used in this evaluation process are drawn from RTO program plans and regional policy and are:

Account	Description of account applied to each RTO project
Environment	The project aids in enhancing and protecting the natural assets and environment of the region by reducing pollutants and consumption of energy and non-renewable resources.
Equity and Health	The project promotes equity and health benefits by creating opportunities for greater accessibility and use of healthier travel options.
Economy	The project contributes to the region's economic vitality by promoting low cost travel options and the efficient use of land.
Efficiency	The project enables the transportation system to be used more efficiently through increased use of travel options and is run in an effective and efficient manner
Engagement	The project raises awareness of, and participation in travel options resources and events among residents, employers, and other community members to use travel options and travel options resources and services more frequently.

Whereas past evaluations focused on specific measures of travel behavior change, the MAE process allows a more holistic analysis. By focusing on a variety of relevant indicators, this evaluation framework enables more robust evaluation of programs and greater measurability and alignment with regional goals.

## Moving Forward

As the program continues to evolve, the MAE framework can be used to guide and inform planning, project investment, and data collection processes. This will in turn enable program staff and partners to understand and manage the benefits of the program in future evaluations. To move forward with the MAE process, RTO staff discussed new reporting standards to use annual reports that summarize RTO projects as part of an MAE process. Also under consideration is withholding a percentage of the grant funding until the report is received.

This evaluation process also identified measures that can be taken to enable the success of future evaluations and continued use of the MAE framework. The following areas are highlighted as points of improvement for the RTO Program moving forward:



- | **Prioritize data collection and standardization:** develop a standardized data collection process that is tied to level of investment;
- | **Consistent data collection:** ensure data is collected consistently over time, as well as within programs, to enable accurate evaluation and comparison;
- | **Annual/end-of-grant reporting:** work with grant holders to develop a template for data collection and reporting that is tied to the MAE framework and end of year reporting;
- | **Develop improved synergies between program partners and service providers:** RTO programs already leverage other resources for greater impact - however there is an opportunity for RTO programs to increase cooperation to achieve greater impact; and
- | **Grant process refinement:** the granting process should be refined over the next two year period to enable program partners to better use the MAE framework in reporting, data collection, and planning.
- | **Continue MAE development:** the MAE framework used for this project is oriented around goals and objectives from the most recent plans and policies. As plans and policies change over time the MAE should also be adapted to ensure its continual alignment with regional issues and opportunities.

These recommendations, as well as a more detailed evaluation, are explored further within the evaluation report.

	INDICATOR	COMMUTER SERVICES	IM PROGRAMS	RTO MARKETING	GRANT PROJECTS	TMAS	TOTAL
ENVIRONMENT	Emission reductions- VOC (tons)	36.94	3.77		4.26	16.62	61.60
	Emission reductions- Nox (tons)	31.01	3.17		3.58	13.95	51.72
	Emission reductions- CO (tons)	419.01	42.81		48.37	188.52	698.72
	Emission reductions- PM10 (tons)	11.95	1.31		1.34	0.33	14.93
	Emission reductions- PM25 (tons)	0.72	0.08		0.08	0.16	1.04
	Emission reductions- air toxins (pounds)	3,200.42	326.99		366.19	1,312.51	5,206.10
	Reduction in climate change emissions (tons)	12,788.01	466.28		141.44	5,780.99	19,176.72
	Annual gas savings (gallons)	1,389,910.26	142,007		159,030.55	570,008.90	2,260,957.06
EQUITY AND HEALTH	Reduction in average household combined cost of housing and transportation	\$7,506.90	\$188.10 - \$141.34				
	Improved reliability for environmental Justice Populations			Some multi language engagement			
	Health improvement opportunity	1% increase in bike trips	0.5%-16% Increase	Increase in active use reported	4,000 new bike commuters		
ECONOMY	Increased reliability for access to jobs						
	Increased access to work employment by alternative modes			Potential improvement			
	Decrease parking demand	\$15,368,205	\$1,570,173		\$1,758,395	\$6,302,575	\$24,999,349
	Dollars returned to local economy	\$10,573,325	\$1,080,279		\$1,209,776	\$4,336,172	\$17,199,552
EFFICIENCY	Vehicle Miles Reduced (VMR)	28,576,555	2,919,673		3,269,665	11,719,383	46,485,276
	Mode split or increase in non-drive alone mode share		4-13% reduction			0.5% driving reduction, 26-32% Travel Options use	
	Program cost effectiveness- per VMR	\$0.03-\$0.07	\$0.09-\$0.19		\$0.01-\$0.23	\$0.02-\$0.04	\$0.01-\$0.23
	Program cost effectiveness- per person	\$14 - \$20.33 per contact	\$129.69	\$0.78-\$3.04 per collateral, \$0.61-\$2.95 per person			
	Leverages partner resources	11%-33%	20%-148%		38%-251%	56%-101%	42%
	Leverage infrastructure/capital investments			Highlights new routes			
	Increased cost effectiveness of alternative travel investment through improved ridership						
ENGAGEMENT	Participation	28,397 people	13,949 people	39,395 people	Greater than 13,000 people reached,	15,493 participants	84,522 participants
	Awareness	17%-48%, 7,993 Impressions, 975 pieces of collateral		19%-20% recognition, 962,328 impressions made, 7,688,001 media impressions, 100,000,000 transit ad views, 53,000 items distributed	30%-40% awareness, 5,970 indirect contacts, over 55,000 collateral distributed	10,900 impressions	979,198 Impressions, 108,000 collateral distributed

Materials following this page were distributed at the meeting.

## Columbia River Crossing Issues

- Ann, Don, Liz and Orcutt broke faith with all the people of Southwest Washington who elect them to know and act in the best interest of our regional economy.
- Who will ever trust their judgment in the future? They squandered the \$ 450 million that both States of Oregon and Washington were responsible for that had been agreed to by both States. They also gave up the \$400 million Federal Appropriation Money for I-5 and the \$ 850 million mass transit federal funds earmarked for the I-5, mass transit and the Interstate Bridge.
- When other Washington legislators, who had responsibility for funding their own regional high priority transportation projects, learned that Southwestern Washington legislators were willing to forgo funds earmarked for the I-5 Bridge, what were they to do? Join in voting down the bridge funds and bringing those dollars home to their own projects. Our own representative sold out Southwest Washington interests. That is, they gave up federal dollars that may never be returned. They gave up a large portion of the Washington State transportation funding to others.
- Presently, our regional transportation package goes begging, while we fund, to a much greater extent, transportation projects in other parts of the state.
- The I-5 Bridge represented thousands of jobs, now lost.
- Nationally, infrastructure projects will likely exhaust a diminishing amount of federal funding.
- Our own legislators also threw away the huge investment in time (10 – 15 years) our local leaders spent examining bridge plans and making decisions on behalf of all of us, without understanding the earlier planners' investment or the basis for compromises that were made with Oregon and area local governments.
- With half-truths and flimsy statements about other fanciful bridges over the river, they led their constituents to believe the I-5 crossing could somehow be scuttled, and replaced by nothing more than wishes.
- Unless what was once the Columbia River Crossing can be salvaged in some form, and the funds applied to a bridge that can meet near term needs, Southwest Washington and Northwest Oregon will pay a huge economic price at the expense of shallow political rhetoric intoned by three or four local Washington legislators.
- Those legislators may well be found to have been dancing to the siren song of a single wealthy county commissioner, David Madore. That so many will suffer so a few politicians may prosper is sad indeed.

 **Metro** | *Memo*

Date: Tuesday, May 6, 2014  
To: John Mermin, 2014 Regional Transportation Plan project manager  
From: Clifford Higgins, communications supervisor  
Subject: Regional Transportation Plan public engagement and comment period brief

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State regulations require that a Regional Transportation Plan update have a public comment period of a minimum of 45 days before adoption. The comment period for the 2014 RTP ran from March 21 through May 5, 2014. This memo summarizes public engagement efforts for the comment period; a formal 2014 RTP public comment report will be provided for regional advisory committees and the Metro Council at their final action meetings in June and July.

Based on the technical work for the update, coordination with other jurisdictions and the public comments received in this comment period, it is expected that the Metro Council will accept the 2014 RTP project list on May 8. The acceptance allows Metro to begin the air quality conformity analysis, which is expected to be released May 16. A federally-required public comment period on the air quality conformity analysis and the benefits, burdens and disparate impact assessment for Title VI and environmental justice communities is scheduled for May 16 through June 15 (30 days), in advance of final action by MPAC, JPACT and the Metro Council in late June and early July.

#### **Unified comment period**

The March 21 through May 5 comment period for the RTP was expanded to include questions related to the work for the Climate Smart Communities Scenarios project and the 2015-18 Metropolitan Transportation Improvement Program, which requires a minimum 30-day comment period. Having a unified comment period allowed Metro to:

- demonstrate the related nature of the three programs
- leverage the resources of each program, increasing the outreach that would otherwise be feasible
- reduce the number of requests on participants' time, attention and effort.

#### **Promotion**

The comment period was promoted through newspaper ads, postings on the Metro newsfeed, notification to the OptIn panel, and an update to Metro's planning enews list. Notices were also disseminated through Metro's Public Engagement Network and neighborhood association contacts.

Ads were placed in the Beaverton Valley Times, Gresham Outlook, Portland Observer, Asian Reporter and El Hispanic News. The notice in El Hispanic News was presented in both English and Spanish; other ads had translated text stating the purpose of the notice and providing contact information for more information.

#### **Outreach elements and responses**

##### *General public focus questionnaire*

The comment period from March 21 through May 5 included an online tool and integrated general public focus questionnaire, asking participants:

- if the region is on the right track with decisions related to the 2040 Growth Concept, the urban growth boundary and associated investment decisions
- what they want the region to look like in 20 years to help shape current investment decisions.

**During the comment period, Metro received 1,225 responses to this questionnaire.** See the draft summary of these comments prepared by JLA Public Involvement, Inc.

*Detailed, program specific feedback*

Government partners, advocates and other interested parties needed avenues to offer comments on the specific issues raised by the 2014 RTP and ATP, the 2015-18 MTIP and the Climate Smart Communities Scenarios Project. Decision-makers also need specific public feedback on these programs in order to move forward. To meet these needs, comments were received by mail, email and through more detailed and specific online questionnaires.

- **2014 Regional Transportation Plan and Active Transportation Plan received 176 responses through the online questionnaire.** Metro also received additional email, letter, phone call and message, and verbal comments. All substantive comments have been recorded and responded to by project staff.
- **2015-18 Metropolitan Transportation Improvement Program received 83 responses through the online questionnaire.**
- **Climate Smart Communities Scenarios Project received 1762 responses through the OptIn poll.**

*Community forums*

Three community planning forums were held in early April, one each in Washington County, Multnomah County and Clackamas County. The events included open house-style information as well as a forum/discussion table element that included participation with Metro Councilors. Discussion included how participants would like their communities to look and work in 20 years, addressing issues of how residents live, work and get around as well as issues of community health and the environment. Though the plan for the events was on qualitative discussion instead of quantitative participation, the overall turnout was less than the expected attendance of 10 to 30 participants for each event.

- **Fourteen people attended the Multnomah County event,** with 11 staying for the discussion with Councilors Chase, Craddick and Stacey.
- **Fourteen people attended the event and participated in the discussion in Clackamas County** with Councilors Collette and Craddick.
- **Four people attended the event in Washington County,** with only one person choosing to participate in the discussion with Councilors Dirksen and Harrington.

*Title VI and environmental justice advocates discussion*

In order to gather more information for and reaction to the RTP and MTIP potential benefits, burdens and disparate impacts assessment for Title VI/environmental justice communities, a discussion with Title VI and environmental justice advocates was held in early April. **Five participants offered suggestions on how to move forward with the assessment and garner public feedback.** Public engagement information for this assessment and for the air quality conformity analysis will be included in those reports for consideration by regional advisory committees and the Metro Council at their final action meetings in June and July.

cc: Tom Kloster, regional transportation manager  
Patty Unfred, communications manager

# Metropolitan Planning Area Boundary Update

Recommendation on the update to  
where Metro is to perform federal  
transportation planning requirements






# Why Are We Doing This – and Why Does It Matter?

- Required to update with each census
- Governs where federal transportation planning functions are performed by Metro





# Federal Transportation Planning Functions

- Regional collaboration and public involvement
- Unified Planning Work Program (UPWP)
- Regional Transportation Plan (RTP)
- Transportation Improvement Program (TIP) and funding allocation (RFFA)
- Air Quality Management Area (AQMA)
- Congestion Management Process (CMP)
- Title VI compliance



# A Point of Clarification

Metro also performs state and charter mandated transportation planning functions.

Distinct from the federal MPO responsibilities and MPA boundary.



# Steps Leading to MPA Boundary Proposal

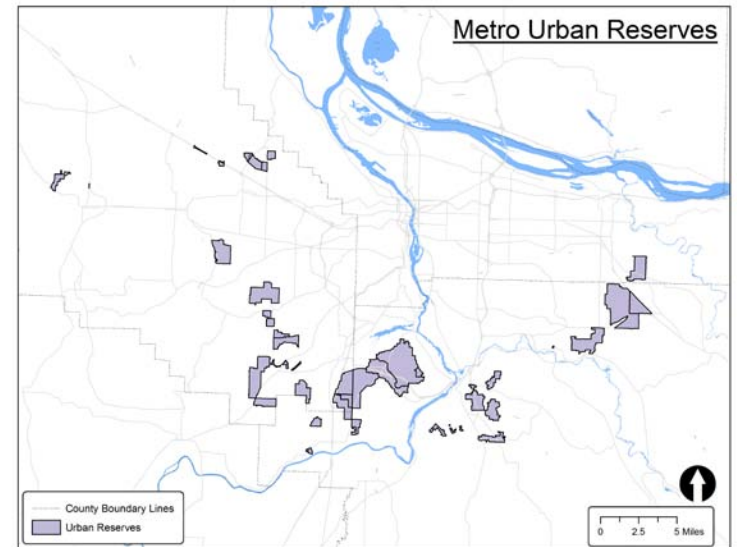
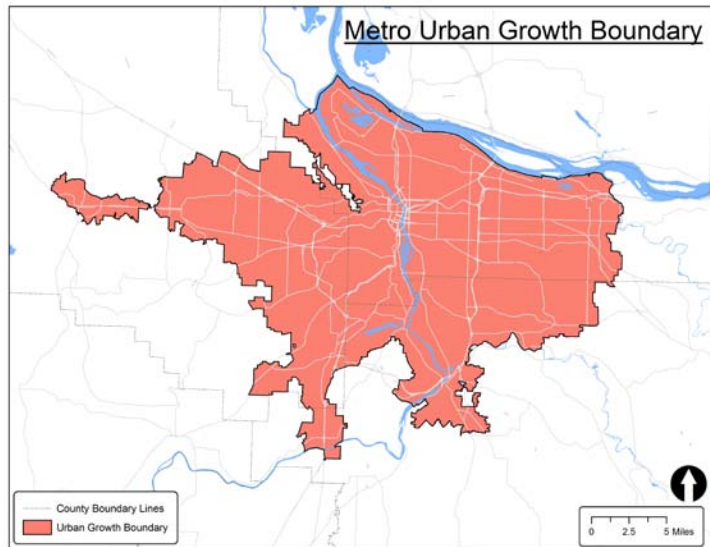
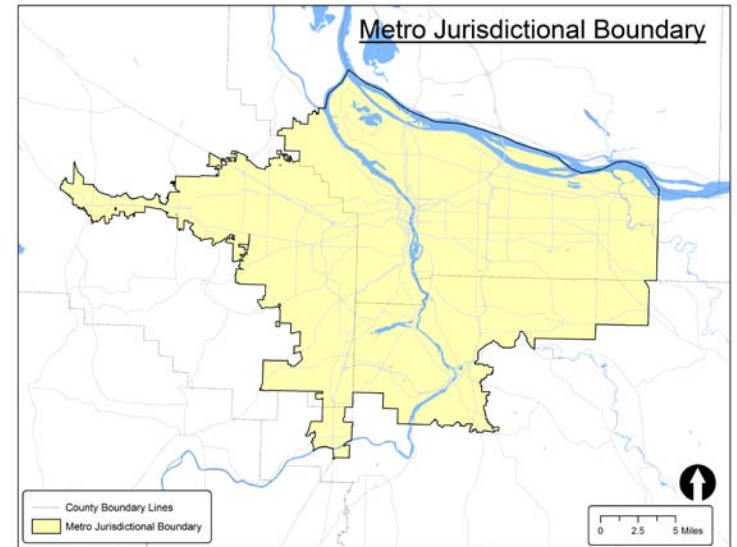
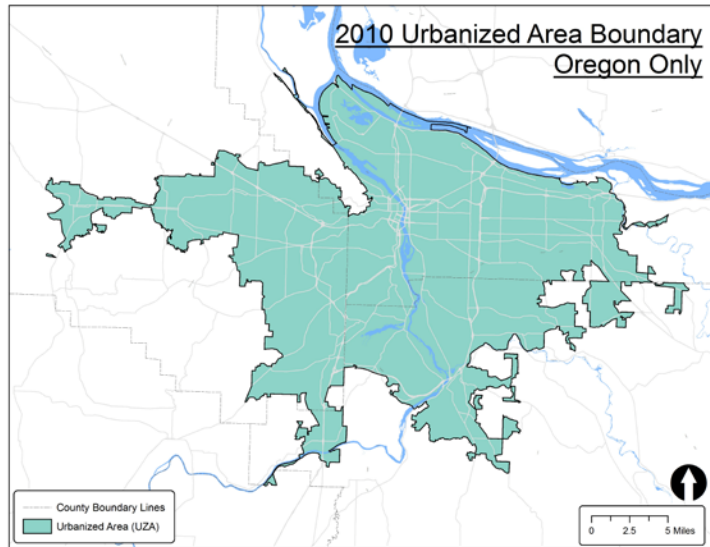
- Reviewed federal guidelines for designation of the boundary
- Drafted proposed approach
- Convened work group and refined approach
- Recommendation from TPAC
- Adoption process as Metro Resolution



# Elements of the Proposal

- Urbanized Area (UZA) Boundary
- Metro Jurisdictional Boundary
- Urban Growth Boundary
- Urban Reserve areas
- Significant adjacent facilities serving the urban area

# Area Maps

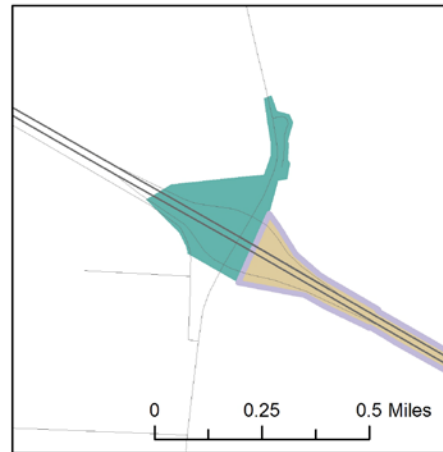


# Significant Facilities Maps

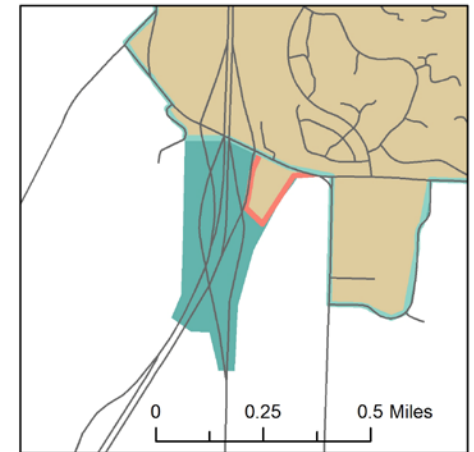
- Significant Transportation Facility
- Proposed MPA within Existing Boundary

## Significant Transportation Facilities

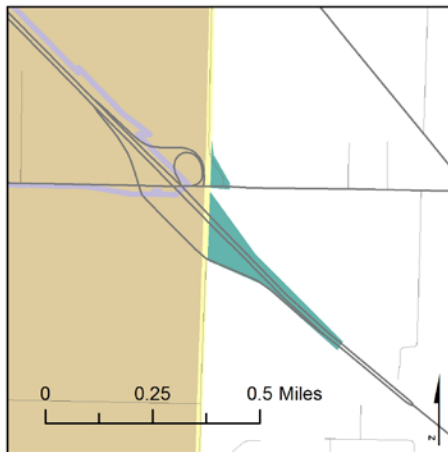
1. Jackson School Road



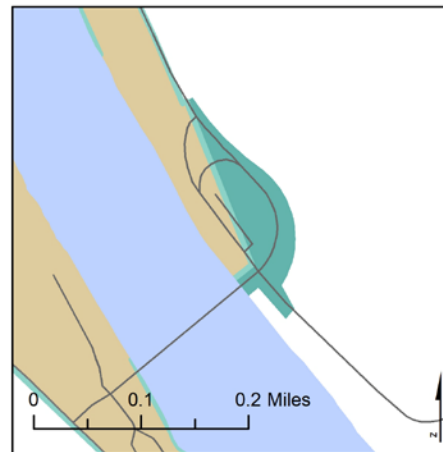
2. I-5 & Highway 551



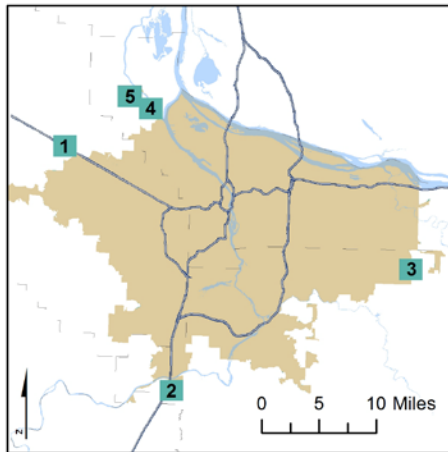
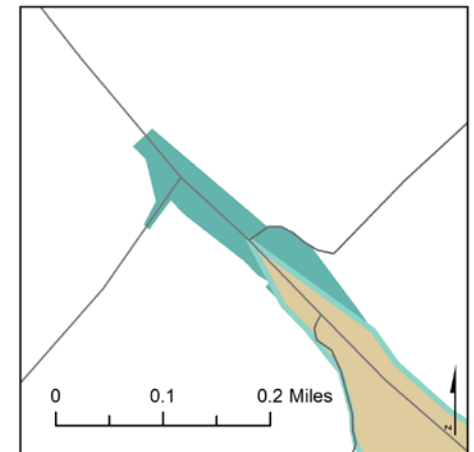
3. Highway 26 & Highway 212



4. Sauvie Island Bridge Interchange

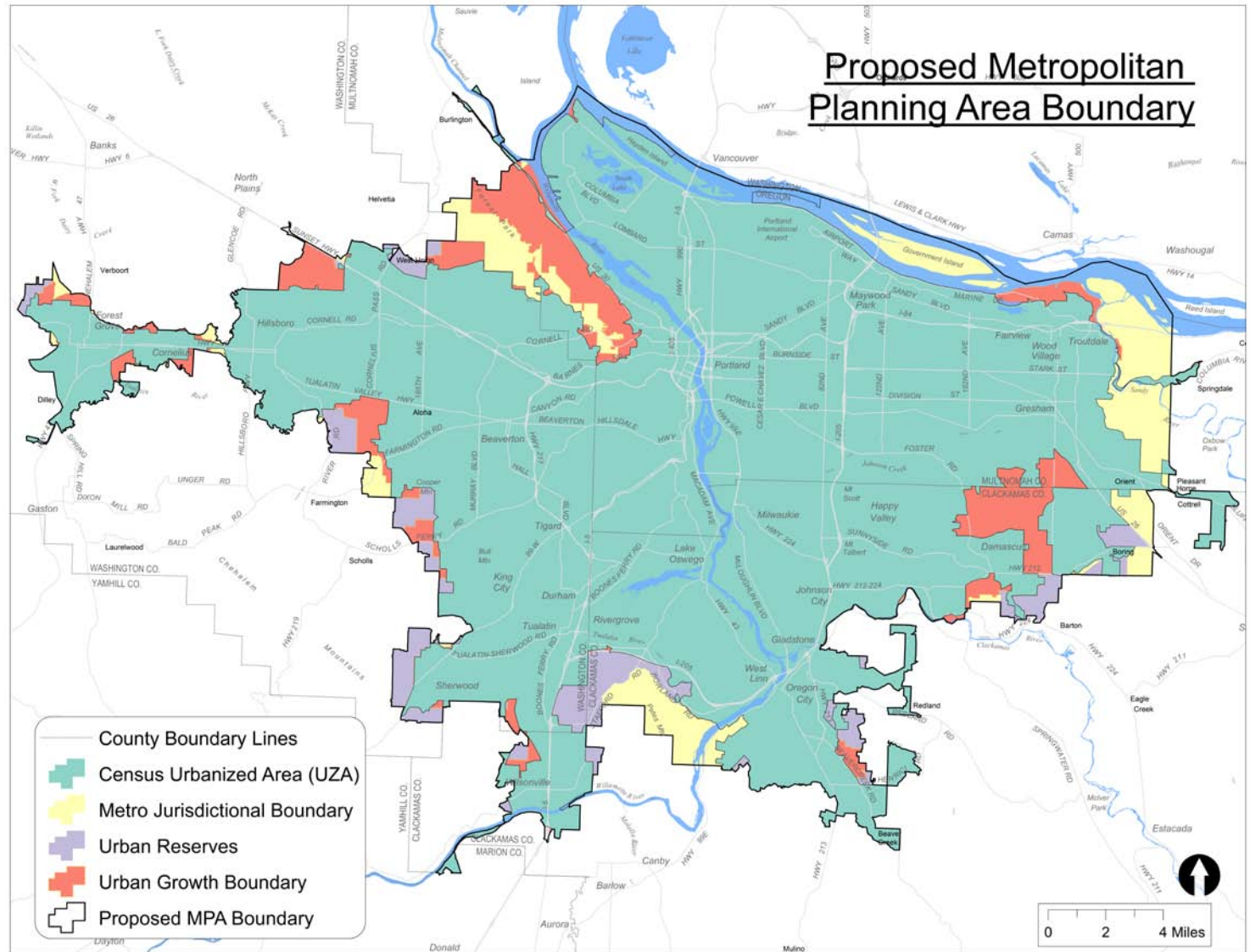


5. Highway 30 & Cornelius Pass





# Proposed MPA Map



# Next Steps

- Discussion of MPA Boundary legislation
- Recommendation to Metro Council
- Council adoption (scheduled 05/15)





# Discussion and Motion

**CLIMATE  
SMART  
COMMUNITIES  
SCENARIOS PROJECT**

# Online public comment tool report

March 21 to May 5, 2014

*Prepared for Metro by  
JLA Public Involvement, Inc.  
May 7, 2014*

**MAKING A  
GREAT  
PLACE**

## About Metro

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

A regional approach simply makes sense when it comes to providing services, operating venues and making decisions about how the region grows. Metro works with communities to support a resilient economy, keep nature close by and respond to a changing climate. Together we're making a great place, now and for generations to come.

Stay in touch with news, stories and things to do.

[www.oregonmetro.gov/connect](http://www.oregonmetro.gov/connect)

### **Metro Council President**

Tom Hughes

### **Metro Councilors**

Shirley Craddick, District 1

Carlotta Collette, District 2

Craig Dirksen, District 3

Kathryn Harrington, District 4

Sam Chase, District 5

Bob Stacey, District 6

### **Auditor**

Suzanne Flynn

Visit the project website for more information about the climate Smart Communities Scenarios Project at [www.oregonmetro.gov/climatescenarios](http://www.oregonmetro.gov/climatescenarios)

The preparation of this report was partially financed by the Oregon Department of Transportation and U.S. Department of Transportation. The contents of this report do not necessarily reflect the views or policies of the State of Oregon or U.S. Department of Transportation.

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## EXECUTIVE SUMMARY

### Introduction

Metro hosted an online public comment tool – Investing in Great Communities – to get feedback from the public about the kinds of investments people would like to see made in their communities and the transportation system. The results and responses will be used to help shape the:

- Climate Smart Communities Scenarios Project preferred approach for reducing greenhouse gas emissions and creating great communities
- 2014 Regional Transportation Plan and Regional Active Transportation Plan
- 2015-2018 Metropolitan Transportation Improvement Program

Between March 21 and May 6, 2014, there were 2,321 unique visitors to the online survey and 1,217 comments were submitted. The majority of visits were from the Portland area (68%). Other significant participation from within the Portland metropolitan region included Beaverton (7%), Hillsboro (4%), and Tigard (3%).

This executive summary outlines the main themes provided by the public through the online survey. It is organized around the seven policy areas being considered by the region's policymakers. The full report provides a summary of responses to each question in the online survey.

### Summary of responses by policy area

#### 1. Make transit more convenient, frequent, accessible and affordable

Increased and improved transit service is the most desired investment by respondents. People want to see **more frequent service, faster options** like express bus and trains; **expanded route options** that extend to suburban and smaller communities; and **cross-town connectivity** that does not feed into downtown Portland. Many people said they lack access to a transit stop within walking distance of their home or job. An **increase in light rail** was requested by many respondents, although a minority preferred more bus service or Bus Rapid Transit due to lower costs and greater flexibility. There is support for investing in the Southwest Corridor light rail, Powell-Division High Capacity Transit project, and light rail to Vancouver, Wash.

Some respondents said that transit fares are **too expensive** and want reduced prices. Investments including more bus shelters and park-and-ride options, and better security and fare enforcement are also desired by a few.

#### 2. Use technology to actively manage the transportation system

Few people made specific comments about transportation technology. Nevertheless, when asked about the importance of investing in technology to reduce traffic congestion and improve the reliability of transit, respondents chose it as the third most important investment (after expanding transit and biking and walking improvements). Some drivers did note that poorly synchronized traffic signals are a major challenge to getting around. Some suggested smart traffic lights, blinking



yellow lights, and right-turn-on-red signals to improve traffic flow. Some noted that it is important to ensure investments that improve traffic flow be designed and implemented in ways that make it safer for walking and biking, particularly at intersections.

### **3. Provide information and incentives to expand the use of travel options**

Very few people made comments about information and incentives. A small number of people said they would like to see more incentives for those who carpool, use transit, walk or bike; employers that allow employees to telecommute; businesses that locate near transit lines; and more public information to encourage walking, biking, carpooling and use of transit.

### **4. Make biking and walking more safe and convenient**

Improved bicycle and pedestrian facilities are highly desired by many respondents. They want more **sidewalks and bike lanes**, and a more **comprehensive network of infrastructure**. Many said that **safety** is their biggest concern when they choose to walk or bike, and that sidewalks and bike lanes separate from auto traffic are needed. **Crosswalks** and efforts to improve safety at intersections are a priority.

### **5. Make streets and highways more safe, reliable and connected**

Respondents cited **traffic and congestion** as the biggest challenge to getting around. Another main concern is the **lack of street connectivity in some parts of the region**. There are many routes to access Portland and the eastside of the region has a well-connected grid pattern, but there are insufficient connections between growing suburban communities, particularly in Clackamas and Washington counties. **Maintaining current roads** and bridges is a higher priority than creating new infrastructure, although there is a healthy amount of support for **widening roads** experiencing major congestion and adding new bridges and roads.

Many people supported specific road projects, including the Columbia River Crossing or some alternative river crossing; the widening of Highway 217; a Westside Bypass or other connectivity in the southwest part of the region; I-5 improvements, particularly in the Rose Quarter area; the widening of Highway 26; and capacity improvements on I-205 and Highway 99W.

### **6. Manage parking to make efficient use of parking resources**

Few people made comments about parking. Those that did said that parking in downtown Portland is **too expensive**, and it is **difficult to find parking** in urban areas and, increasingly, in neighborhoods with denser residential development. People suggested a range of parking management strategies including providing more free parking to encourage retail shopping, removing parking, timing parking or creating more paid parking to better manage parking resources so spaces are frequently occupied.

### **7. Identify potential ways to pay for our investment choices**

Few people made specific comments about funding mechanisms. Some said jurisdictions should engage citizens in decision-making and employ fiscal responsibility, and that investments should be made equitably across the entire region. There was a split among people who want to see efforts to make driving more expensive versus investing more in roads and easing congestion.

Many respondents support increased and stable funding for walking, biking and transit. A few respondents mentioned more paid parking, tolling on roads or bridges, congestion pricing, an increase in the gas tax, instituting a vehicle miles driven fee, and instituting a bicycling tax or fee.

## INTRODUCTION AND BACKGROUND

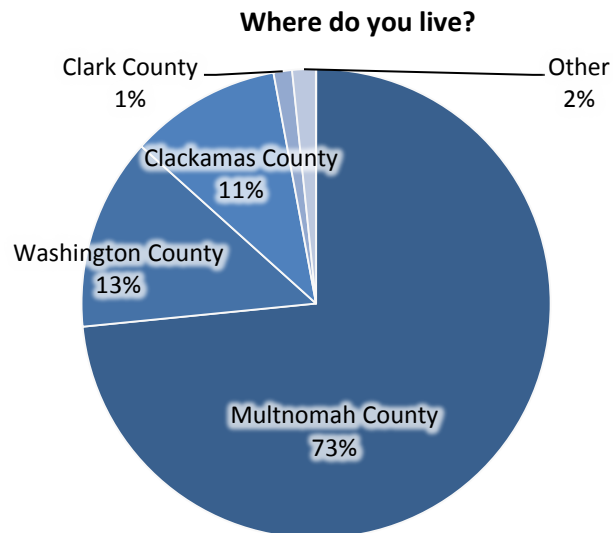
### Investing in Great Communities online comment period

Metro hosted the online public comment tool to invite area residents to share their vision for the future of their communities and the region in order to help shape the investments and actions to make that vision a reality. The online survey asked general questions about the kinds of investments people would like to see made in their communities – where they live and work – and in the transportation system.

A non-functional version of the online comment tool can be viewed at <http://www.makeagreatplace.org/start>.

### Level of participation

From March 21 to May 5, 2014, there were 2,321 unique visitors to the online tool and 1,217 comments were submitted. The majority of people who submitted a comment said that they live in Multnomah County (73%). Thirteen percent said they live in Washington County, and 11 percent said they live in Clackamas County.



## WHERE WE LIVE AND WORK

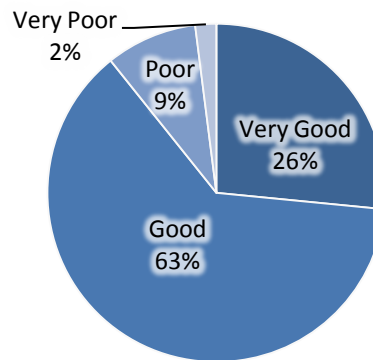
The online public comment included a series of questions to get feedback about community and land use investment in the Portland metropolitan region. These questions began by asking respondents how they define “quality of life” and how they feel about the quality of life in the region; and then asked participants to list the investments they would most like to see made in their communities over the next ten years.

The following portion of this report summarizes responses to these questions.

### Question 1. Overall, do you feel the quality of life in the Portland metropolitan region is very good, good, poor, or very poor?

Generally, people feel that the quality of life in the region is good (63%) or very good (26%). Only 9 percent feel quality of life is poor, and 2 percent feel it is very poor.

How is quality of life in the region?



Quality of life means...  
having a good balance  
between urban  
amenities, rural  
recreation, and  
sufficient  
transportation options  
throughout.

### Question 2. What does "quality of life" mean to you?

Most people didn't respond to this question with one phrase or word, but indicated that quality of life includes a combination of many diverse factors. In general, they feel that quality of life includes *access* to a variety of goods and services, *opportunity* for personal and economic gain, and a variety of *options* in how they live their life. Most commonly, people said that quality of life means **healthy environment and people**, including healthy air and water and access to natural areas. Secondly, they said that having a **strong economy and good jobs** as well as an **affordable cost of living** were important to quality of life. Next, quality of life exists when it is **easy to get around** by many modes, meaning low traffic congestion, solid roads and infrastructure, and good access to transit and active transportation. Many also define quality of life by **personal happiness** including enjoyment of cultural and recreational opportunities and family life.

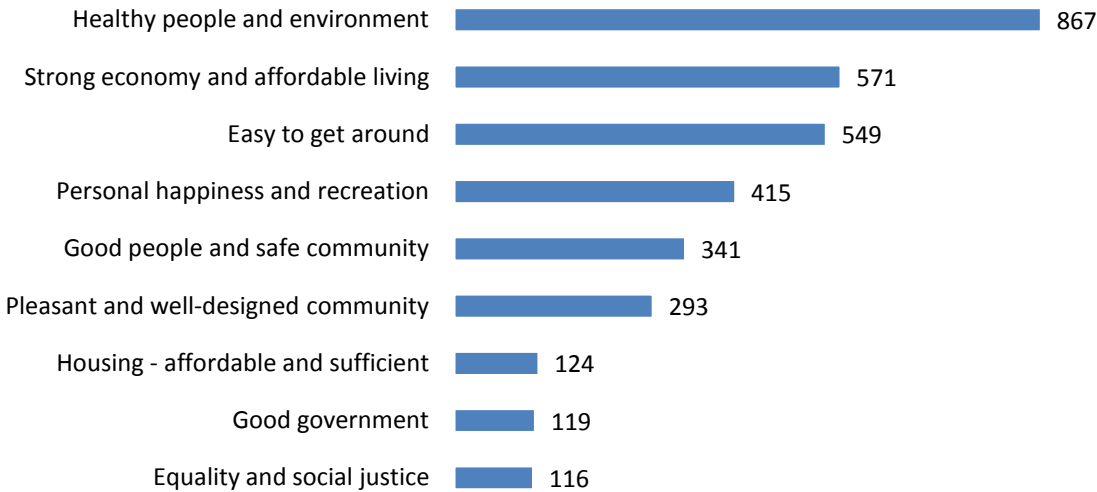
For some, a **well-designed community** is important, which can mean more walkable communities or less density. **Safety**, including low crime, a **sense of community** and good neighbors are also important to quality of life. Some define quality of life as including **government** that allows both freedom of choice and provides important services, as well as ensuring **equality and social justice**

so that everybody in the community has opportunity and access. **A variety of housing choices**, including affordable housing, are also important to quality of life.

*Quality of life means... living in a great place to work, raise a family, and play.*

The bar graph below shows the general themes that people referred to in their definition of quality of life. The chart below provides further detail on the kinds of elements that are included in each of the general themes.

### What does “quality of life” mean to you?



### Definitions of quality of life

Theme	Count
<b>Healthy people and environment</b>	<b>867</b>
Natural areas and green spaces are accessible, located nearby and protected	171
Healthy air/low air pollution	143
Parks are plentiful, accessible and of good quality	112
Food choices and farmers markets are available; all residents have access to fresh, healthy foods	100
Clean water (including drinking water and rivers and streams)	100
Natural environment is clean and healthy	94
Health and medical care is accessible, affordable, and of excellent quality	48
Health - people are physically healthy	47
Trees - lots of street trees and tree canopy	20
Farmland is protected	19
Low carbon footprint and reduction of greenhouse gas emissions	13
<b>Strong economy and affordable living</b>	<b>571</b>
Jobs – there are plenty of good, family-wage jobs in the region	170
Education – excellent schools are available and accessible to all	159
Cost of living is low/reasonable	70

Strong, viable economy in the region	54
Economic prosperity for individuals – people are able to accumulate wealth, pursue dreams, and be financially comfortable	51
Basic needs – people are able to meet their basic needs	38
More small, locally owned businesses exists (fewer large businesses and big box stores)	29

<b>Easy to get around</b>	<b>549</b>
Transit is accessible, efficient, reliable, and affordable	138
Travel – it is easy to get around because of the excellent transportation system	117
Multi-modal transportation options are extensive and accessible	95
Low traffic/congestion	67
Biking and walking – it is easy and safe to bike or walk to work and services	67
Roads are in good shape and provide sufficient capacity	34
Infrastructure is well maintained (includes mostly roads and bridges, but also sidewalks)	31

<b>Personal happiness, entertainment and recreation</b>	<b>415</b>
Cultural resources – there is wide and easy access to a variety of entertainment, arts and cultural events and resources	171
Personal enjoyment, happiness, well-being – including good work/life balance, a low-stress lifestyle, the ability to pursue whatever makes one happy, and time spent with family	121
Recreational and outdoor opportunities are plentiful and accessible	110
Livability	13

<b>Good people and safe community</b>	<b>341</b>
Safety – it feels safe to walk around the community	182
Sense of community, including a high level of community service/volunteering	78
Crime - low crime	40
Nice people and neighbors	25
Citizens are engaged and participate actively in government and the community	16

<b>Pleasant and well-designed community</b>	<b>293</b>
Walkable communities	89
Neighborhoods are nice, clean and safe	83
Space – the region has less density and feels less crowded	29
UGB is maintained and sprawl is limited	27
Jobs are located close to home	28
Sustainability	19
Good land use and transportation planning	18

<b>Housing - affordable and sufficient</b>	<b>124</b>
Housing is affordable to all residents	85
Sufficient and diverse housing options are available	39

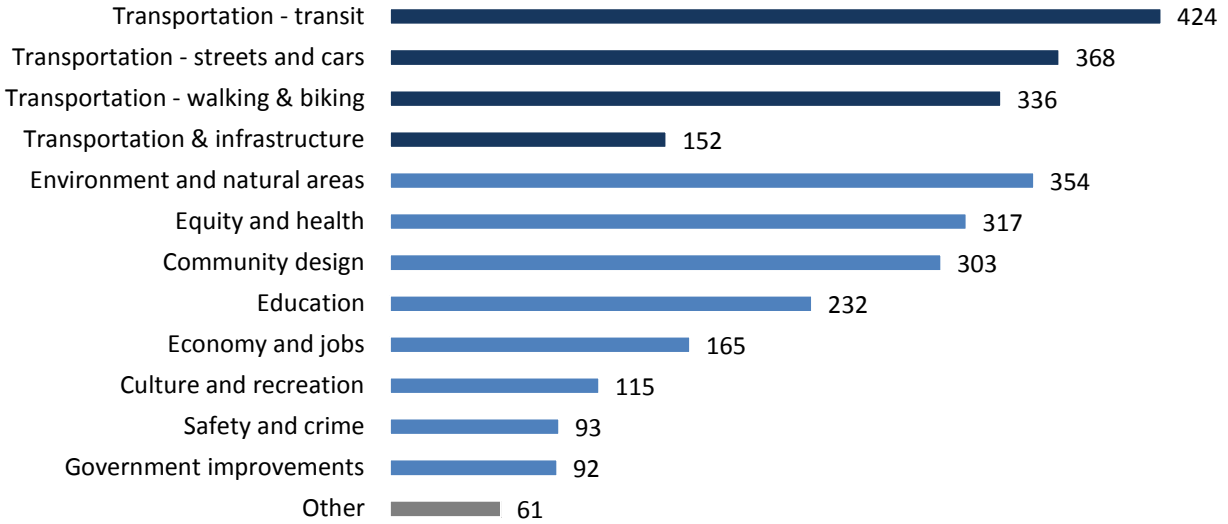
<b>Good government</b>	<b>119</b>
Freedom from undue government interference or regulation	39
Government is responsive to citizens' needs	30
Low taxes	21
Government spending is kept in check, and costs are kept in mind as community improvements are made	16
Emergency services are of good quality (and police are accountable for their actions)	13

<b>Equality and social justice</b>	<b>116</b>
Equitable access to opportunities and services for all, particularly the poor and displaced	57
Diversity – the community includes a range of ethnicities, ages, and income levels	29
Social services, particularly homeless and mental health services, are available	30

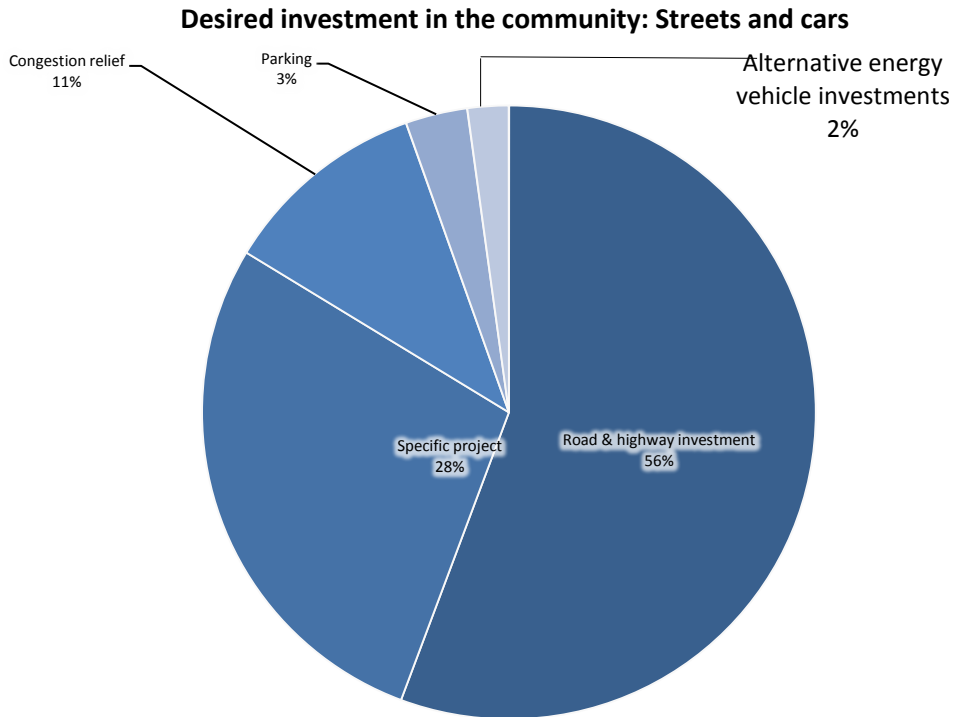
### **Question 3. What three investments would you most like to see made in your community (where you live and work) in the next 10 years?**

By a large majority, people want investment in the **transportation** system – road and highway investments as well as investment in transit, biking and walking. Many also want more investment in protecting the **environment and natural areas**, and in **community design** (for example, increasing or decreasing density, making neighborhoods more walkable, and improving planning). There is also support for creating more **equity** in the region and for improving **education, health and social services**. Of lower priority are investments to improve the economy, create more recreational or cultural opportunities, non-transportation related safety and crime, and changes to the government.

**What three investments would you most like to see made in your community in the next 10 years?**



**Transportation – Streets and cars**



Many people want to see general improvements to roads, particularly to reduce traffic congestion. While some want to add **new roads or lanes** to improve traffic flow, most want more investment in **maintaining and repairing** existing roads, highways and bridges (including fixing potholes and paving or repaving where needed). Several people suggested **smart road or technology** improvements, including better traffic signal synchronization. Several also suggested investing in



**electric vehicles** and charging stations, as well as subsidies to make them more affordable. Some said that **more funding** should go toward roads rather than other modes of transportation.

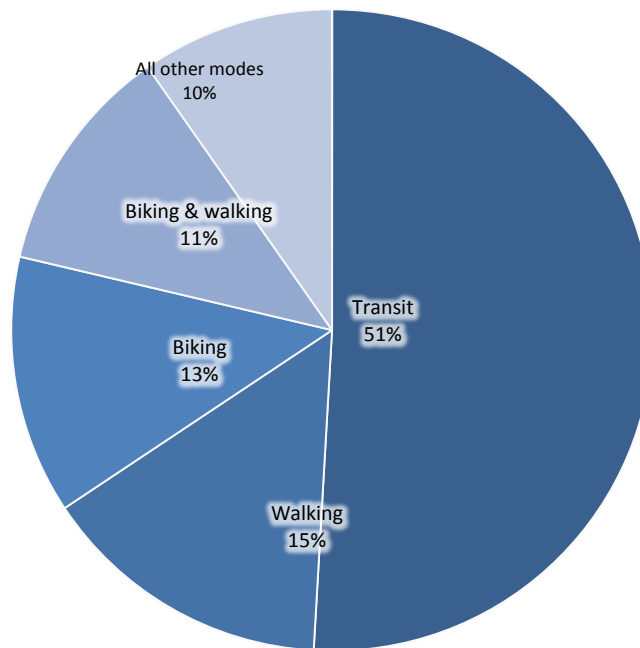
Many want to see specific **road projects** built, including:

- Columbia River Crossing or some alternative bridge across the Columbia River
- Westside bypass or some other freeway to improve regional connectivity on the west side
- Widening Highway 217
- Widening Highway 26 and improving the Sunset Tunnel
- I-5 improvements to reduce traffic, particularly in the Rose Quarter/I-84 area and near Highway 217
- Burying I-5/I-405 around downtown to bring back access to the Willamette River
- Road paving and improvements in East Portland

Some also want more **parking**, particularly parking required for new development and infill.

### Transportation – Transit, walking and biking

Desired investment in the community: Transit, walking and biking



Among transportation investments, most people want more investment in transportation options, including increased and improved transit and better and expanded bicycle and pedestrian facilities. Some want less investment in roads that favor single occupancy vehicles.

**Transit** In terms of transit investments, people want **improved transit** that is more frequent, convenient and reliable. **Frequency, speed and affordability** of transit seem to be most important.

Several also stated the need for more focus outside the urban core and for **suburban connectivity**, as well as better service to East Portland. Many want to see **more light rail** with a focus on moving commuters, although some feel that more bus service or Bus Rapid Transit would be cheaper and more flexible. A few people would like **improved security** and fare enforcement on trains and buses, as well as more investment in park and rides.

*Walking and biking* Among pedestrian investments, the main desire is to create **more and improved sidewalks** throughout the region, and particularly in East and Southwest Portland. There is also some support for improved **crosswalks** to improve safety, as well as **traffic calming** measures to reduce vehicle speeds.

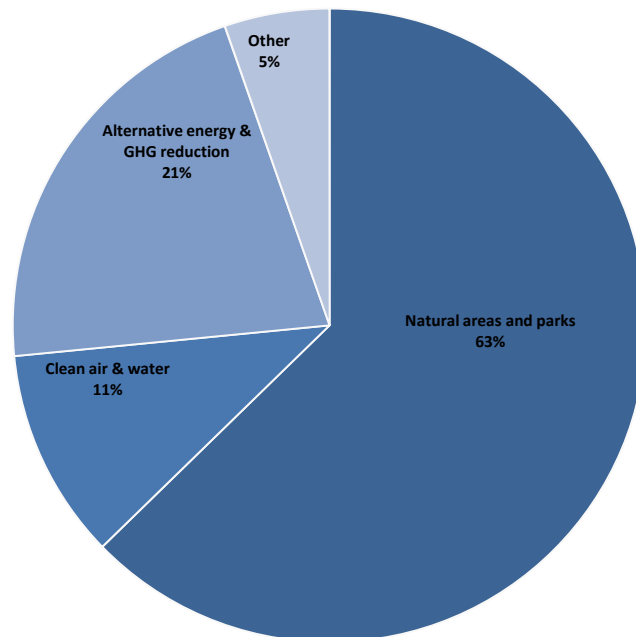
Among bike investments, there is great support for **more bike paths and lanes**, with a particular focus on improving **safety** and providing better **connectivity** to reduce gaps in the bicycle network. Several want more bike lanes and walking paths **separate from traffic** as well as **complete streets and greenways**. A few people commented that bicycles should be taken off of major streets and rerouted to lower traffic routes.

### **General transportation and infrastructure improvements**

Many people commented that they want more investment in the **transportation system in general**, without regard to mode. They want improvements to reduce traffic and provide more public transportation options and better bike/walk options, as well as transportation affordability. Many also want to see **general infrastructure improvements** in all sectors of government – including roads and bridges, bike lanes and sidewalks, sewer and water, and public buildings. Some commented that the focus should be on infrastructure that improves sustainability and smart growth. Several people said that more transportation and infrastructure is needed to keep up with new population growth.

## Environment and Natural Areas

### Desired investment in the community: Environment and natural areas

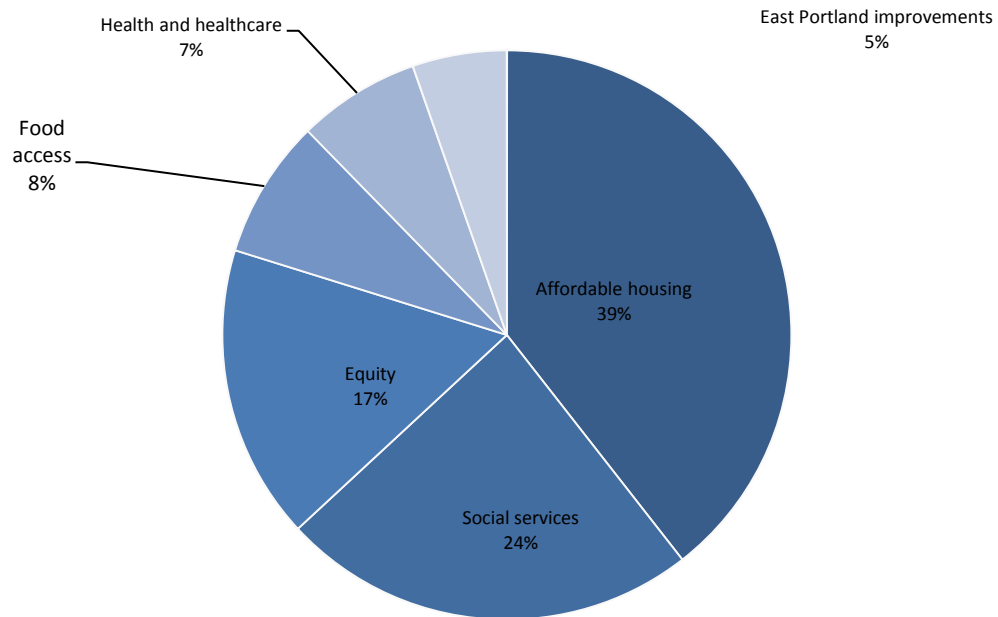


Among environmental investments, people want investment in **natural areas and parks**; they want to see more green space and open space for **recreational** purposes, as well as for **habitat and wildlife protection**. There is support for both larger natural areas and smaller greenspaces woven into the urban environment. People would particularly like more parks that are **easily accessible** in and near neighborhoods. Several respondents want more **trails** in parks, as well as connectivity between trails. Some people want to improve the urban **tree canopy** and protect trees.

Several people want greater investment to improve **air and water quality**, including reduced pollution from transportation, diesel trucks, and industry. Several support more efforts in river clean up. There is also support for **natural stormwater systems**, and green streets in particular. Several also support investment in the **alternative energy** infrastructure to provide more sustainable local energy sources and to reduce reliance on fossil fuels; and in particular solar power investment in new construction and public buildings, and incentives or subsidies for installments.

## Equity and public health

### Desired investment in the community: Equity and public health

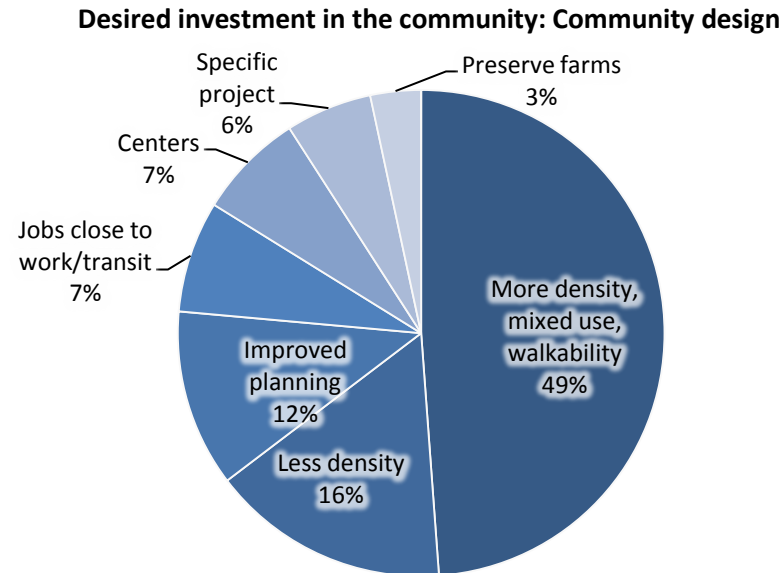


Many people want investment in more reasonably-priced and **affordable housing**, particularly closer into the central urban areas. Some also want more support for low-income and subsidized housing, as well as a **variety of housing options** for all income levels.

Many people support increased investment in **social services**, and in particular better services for the homeless and mental health. Some also want more investment in underserved areas to make the **region more equitable**, avoid displacement and ensure equitable access to transportation, schools, housing and employment. Several noted the particular need for investment in **East Portland**.

There is support for greater healthy **food access** to reduce the number of food deserts in the area; as well as for better **health care access and affordability**, including free or low-cost health insurance and care.

## Community design



The key improvements that most respondents want to see in community design are **increased density** and making communities more **walkable** with **mixed uses**. Some people are interested in **more infill** development, both commercial and residential, with good design, to discourage sprawl. Development should include a mix of housing, business and retail, and **complement the neighborhood** character. Several said they want more **shopping, retail and restaurants** located near their homes, creating more neighborhood hubs to improve walkability. Several noted the need to place **jobs close to home** to reduce commute times, or to have more convenient transit access to jobs.

Many respondents want to ensure **protection of the urban growth boundary** and focus on redeveloping/developing underutilized and vacant lots within the UGB before expanding outwards. Several added that increased density should include **maintaining natural areas and parks** within urban areas as well as protection of farms and natural areas outside of the UGB.

Some also want more investment in **downtowns, centers and main streets** to make them vibrant and walkable, and attract more quality restaurants, retail and other amenities. There is support to invest in both suburban centers and downtown Portland.

Among those that want **less density** are preferences for **less infill** and fewer high density housing developments that lead to **overcrowding**. They'd like to keep larger single family lots and stop lot splitting and placing home close together. They are mainly concerned about population growth in the region and an overemphasis on growth.

Some want a focus on **improved planning** within the region, and offered diverse views on how to achieve this. Suggestions include zoning and laws to ensure that new developments fit into neighborhoods and the natural environment, regulations that require developers to provide infrastructure and community benefits, and better traffic planning coordination.

Some want **investment in a specific project**, including a public access project at Willamette Falls in Oregon City and improving the Memorial Coliseum/Rose Quarter area in the city of Portland.

### **Education**

Many people want investment in education, particularly in **K-12 education** and Portland Public Schools. This includes more funding and innovative programs to foster true learning, as well as more investment in music and arts. Some supported education reform or an overhaul of the system to improve graduation rates. Several also support increased funding for **higher education** and making college more affordable, as well as increased funding for early childhood education.

### **Economy and jobs**

Many people want more investment in employment and creating **good-paying, family-wage jobs**. This includes greater investment in jobs infrastructure, and creating more manufacturing and green jobs in particular. Several also want to ensure that jobs are close to home, or more jobs-housing match so that people can afford to live near their jobs.

Many also want investments to make the region more **business-friendly** and increased efforts to **encourage, support and attract new businesses**. There was a split among respondents who want more focus on attracting large businesses to the area versus those that want more support for small, family-owned local businesses.

### **Culture and recreation**

Some people want more investment in **civic spaces and gathering places**, including community centers, low-cost community-oriented and neighborhood activities and events, and more public markets. Several also want to see more **community gardens** and **recreation opportunities**, including access to riverfront areas and more sports stadiums. Several support more investment in **public arts and culture** in the region.

### **Safety and crime**

Some people want more safety investment in their communities. This includes efforts to **reduce crime** by investing in the police force or by doing more community policing. Many also want more **traffic enforcement** to ensure safe streets and travel, as well as greater **disaster response** in case of earthquake.

### **Government improvements**

Some people commented that they want changes in the government, including **lower taxes** in general and **reduced scope of government**, including less government spending and less regulation on citizens. Many also want to see a government that is **responsive to citizen needs** and provides for more citizen involvement and greater oversight and transparency.

#### **Question 4. What else do we need to know as we continue to plan for the future of how we live and work?**

Many people discussed **high-density development**. The majority of people who discussed density favored denser development, but want to make sure it is done right – large “mega-homes” on small lots is a concern to many. Others support high-density but want it balanced with low-density and open space. Many noted the need to protect farmland and maintain the urban growth boundary.

**Affordable housing** is another key theme, many noting their inability to live close to their jobs, making commute times long, and contributing to more traffic. As people move further from jobs, the need for improved **public transit** increases.

Locating **goods, services and jobs near peoples'** homes in order to reduce the need to travel was suggested by many respondents. People indicated that this would result in walking, biking and transit options being more convenient. Enabling more **telecommuting** opportunities is also desired.

**Neighborhood livability** is important to people. Respondents indicated the importance of retaining neighborhood character, and improving connectivity, walkability and safety, including crime reduction, in neighborhoods. People indicated the need to be equitable geographically with public investments; East Portland and rural areas were identified as communities that need more investment and planning to improve livability.

Many respondents are concerned with **infrastructure** – roads, transit, utilities, and services. With growth and development comes the need to **add appropriate infrastructure** and to **maintain and upgrade** what is already in place.

**Congestion** in the region is a concern. Suggestions to improve congestion range from making **transit** more flexible, affordable and convenient across the **entire region**, making more investment in **roads** for cars, freight and bikes, and making communities more accessible for pedestrians (safer, sidewalks, better connectivity). The need for investment in **transportation options** is important to many.

Finally, respondents commented that whatever is done, **spending funds efficiently** is important. **Equitable investment** across the entire region is also desired. Some respondents stressed the need to continue to **engage citizens** before making decisions, and to balance the influence of a loud minority. Many stressed the need to do **long-range planning** and to make difficult choices now.

## HOW WE GET AROUND

The online public comment survey asked a series of questions to get feedback about transportation investment in the Portland metropolitan region. These questions began by asking respondents what challenges they experience getting around the region, and then asked about which strategies should be invested in to help ease traffic congestion. Participants were then asked to list the top three investments they would most like to see made in the transportation system over the next ten years.

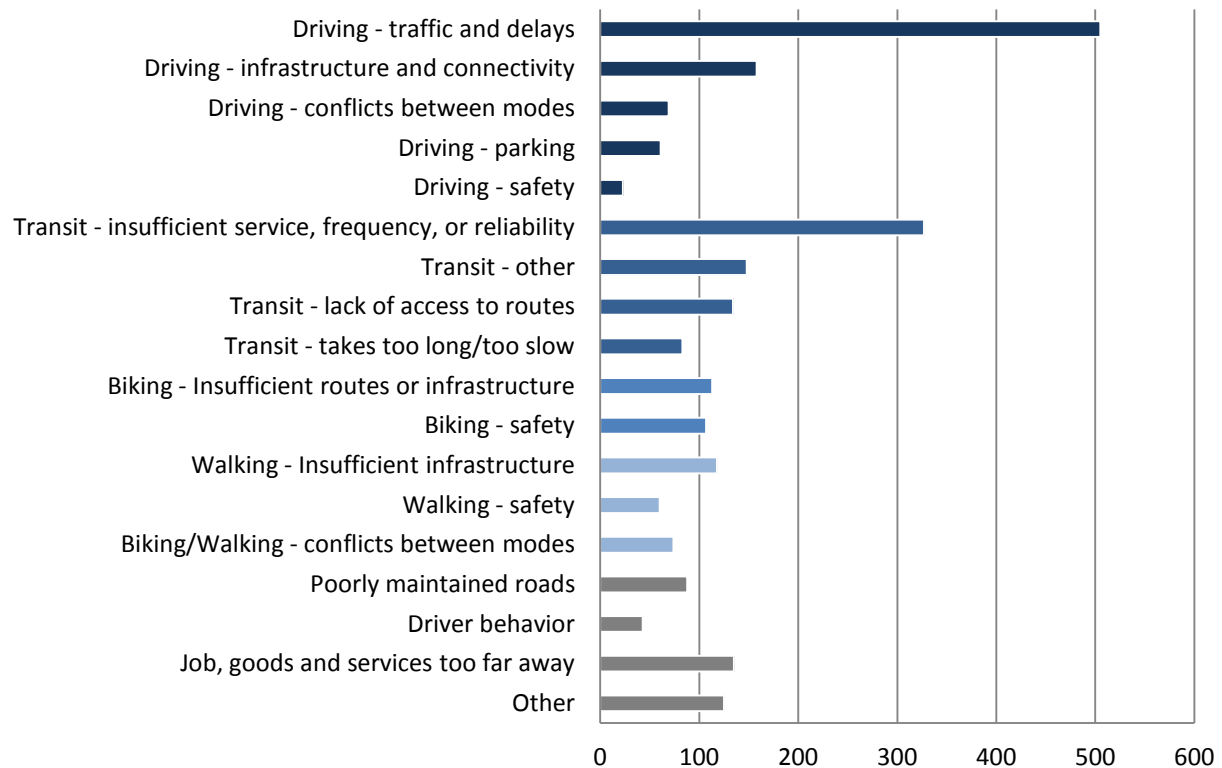
The following portion of this report summarizes responses to these questions.

### Question 1. What are the three main challenges you have getting to work, school or to complete errands?

Participants were asked to list the three main challenges they have getting around. Most people provided challenges that relate to driving and transit; the most common challenge is traffic and delays. Of all the challenges that people listed, 35 percent dealt with driving, 29 percent with transit, 11 percent with biking, 9 percent with walking, and 16 percent other or multiple modes.

Many also provided challenges related to alternative transportation. For transit, the main challenge is insufficient access, service, frequency or reliability; and for biking and walking the main challenge is insufficient infrastructure or routes.

#### What are the three main challenges you have getting to work, school or to complete errands?





## Driving challenges

By far the biggest challenge for drivers is **traffic and congestion**, particularly during rush hour. Many noted traffic in specific areas or roads, including: Interstate 5 around the Rose Quarter area and the Columbia River Bridge; southwest highways including Highway 99W, Highway 217, Highway 26; the Ross Island Bridge and the Sunset Tunnel through downtown; and I-84 and I-205. Some said that traffic overflows into **neighborhood streets**, causing local congestion and safety issues. A number of people also find **construction delays** to be a major challenge, as well as **downtown driving** in general due to too much traffic, expensive parking, and conflicts with cyclists and transit.

Infrastructure and connectivity is another main challenge for drivers and includes poor quality or not enough **bridges and freeways**, and **not enough lanes** on existing roads to carry the volume of traffic. Some cited issues with road lanes being removed to accommodate green streets and bike lanes. Many said there is a **lack of regional connectivity**, particularly a lack of direct routes connecting suburbs and outer communities that don't require travel through downtown Portland. Many also noted that roads lack good **traffic technology**; poorly synchronized traffic signals and traffic timing makes driving less efficient. Some suggested smart traffic lights and blinking yellow lights, and right-turn-on-red improvements to improve traffic flow.

Some drivers said that **conflict with other modes** is a challenge. In particular, they feel that some bicyclists do not obey traffic laws or seem to ride in a dangerous way, which impedes the flow of auto traffic and the safety of pedestrians and drivers. Similarly, some said that buses and MAX trains impede the smooth flow of traffic. Some said that projects seem too oriented toward improving transportation options as opposed to improving roads.

A number of people said they have trouble finding **parking**, particularly in urban areas, or that parking is too expensive. Some said that parking is becoming scarcer due to more dense residential development.

A few people commented that **safety issues** are a challenge, including a lack of enforcement of traffic violations, difficulty crossing major intersections without signals, and poor signage and street markings.

## Transit challenges

The main challenge for transit riders is insufficient service, frequency, or reliability. Respondents generally said that transit service is **not frequent enough**, which makes it inconvenient or makes driving the more efficient option. There is **not enough transit service or route options**, particularly to the suburbs and smaller communities. Many noted that the transit **schedule is not convenient**; and would like to see more service on the weekends and outside of peak hours, particularly late evening/night service. Some said that transit is **not reliable**. Many said that taking transit **takes too long** because routes are circuitous, wait times are long, or routes include too many transfers. Some said that it is faster to drive than to take the bus to their destinations.

Many transit riders noted that the transit system **lacks regional connectivity**. They said that it is easy to get to inner Portland from outer areas, but difficult to move between other parts of the

region. North-south connections seem to be a particular problem. Many also **lack access** to a bus or train stop within walking distance of their home or job.

Other problems include **overcrowding** on buses and trains, particularly during rush hour, as well as **unaffordable fares**. Some feel that transit is **not safe** and would like more security and fare enforcement on trains and buses. Several noted that **park and ride options** need improvement, and some want more **bus shelters** at transit stops.

### **Biking challenges**

The main challenge to bicyclists is **insufficient routes or infrastructure** and problems with **safety**. Many said there is simply a lack of bike lanes or paths, or that routes are incomplete and lack **connectivity**. Many cyclists want a more connected, comprehensive bicycle **network**, as well as more bike lanes that are protected or **separate from auto traffic**. Some noted that there are not good North-South options on the eastside.

In terms of safety, people cited challenges with **safely crossing busy streets** by bike, and unsafe bike paths along **major streets** where cars move very quickly. Other safety issues occur when trying to cycle with children and biking on bridges. A few people noted that topography is a challenge.

### **Walking challenges**

The main challenge to walking is a **lack of sidewalks** or incomplete sidewalks and poor pedestrian facilities, as well as a **lack of crosswalks** and safe crossings. This is a particular problem in outer East Portland and Southwest Portland. Many feel **unsafe** due to the lack of sidewalks and crosswalks.

For both bicyclists and pedestrians, **conflicts with drivers** are a major challenge. They said that automobile traffic moves too quickly in neighborhoods, or that drivers are not aware of or mindful of bicyclists and pedestrians on roads. Some also feel that transportation **planning is too car-oriented** and the presence of so many vehicles make biking and walking more difficult, less safe, and less pleasant. Some also cited car and truck emissions and pollution as a challenge to biking and walking.

### **Challenges for all modes**

Some challenges seemed to cross multiple modes. These include:

***Poorly maintained roads*** Many people said that more effort should be spent maintaining the roads we have. Deteriorated roads, unpaved streets, and potholes create hazards and delays, for drivers and for cyclists.

***Driver inattentiveness*** Drivers, cyclists, and pedestrians alike said that distracted or aggressive drivers make getting around more difficult and dangerous.

***Jobs, goods and services too far away*** Many people said that goods and services, particularly grocery stores, are too far away from their homes, which makes their chosen mode of travel more difficult. Some live in sprawled areas that make it too difficult or dangerous to get to destinations by

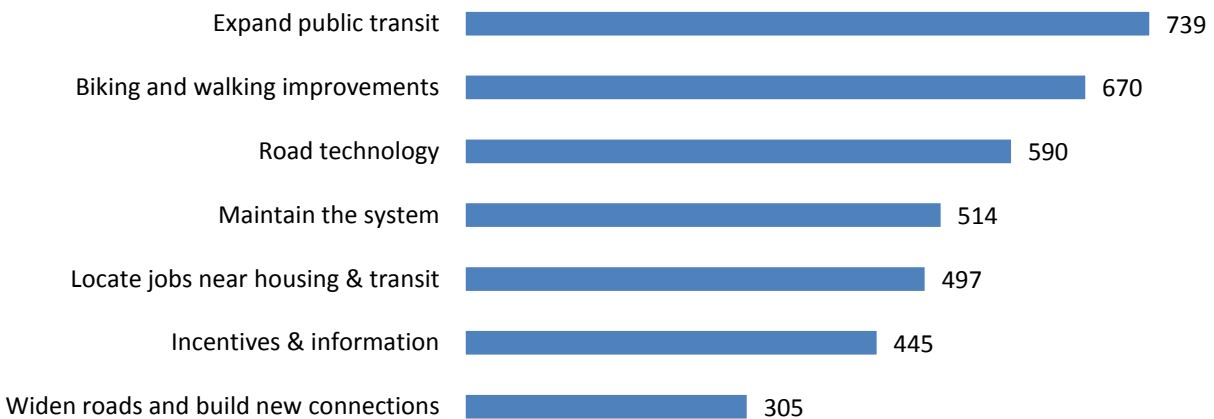
any mode other than a car. Many want more options within walking distance or a shorter drive. Some said that their **commute is too long**, which affects their choice of mode; many said they would take transit but it takes too long or there is a lack of access.

## Question 2. Which strategies do you think the region should invest in to help ease traffic congestion?

Participants responded to a multiple choice question that listed seven strategies to help ease traffic congestion. The most desired investments include **expanding public transit** to make it more frequent, convenient, accessible, and affordable; connecting more places with **sidewalks, walking, and bicycle paths**; and investing in **technology to improve vehicle flow and safety on roads** including timing traffic signals, pedestrian countdown signs, and flashing yellow turn signals.

The next three most desired investments are **maintaining** and keeping our current transportation system in good condition; locating **jobs near housing and transit**; and providing **incentives and information** to encourage carpooling, walking, bicycling, and public transit. There is less support for **widening roads** and building new connections to improve vehicle flow and safety.

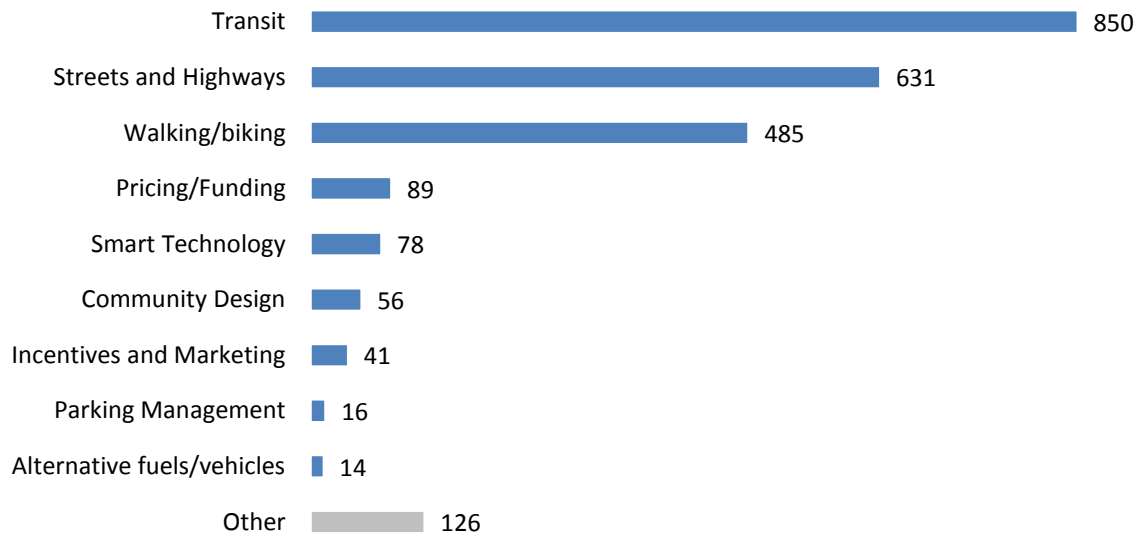
### Which strategies do you think the region should invest in to help ease traffic congestion?



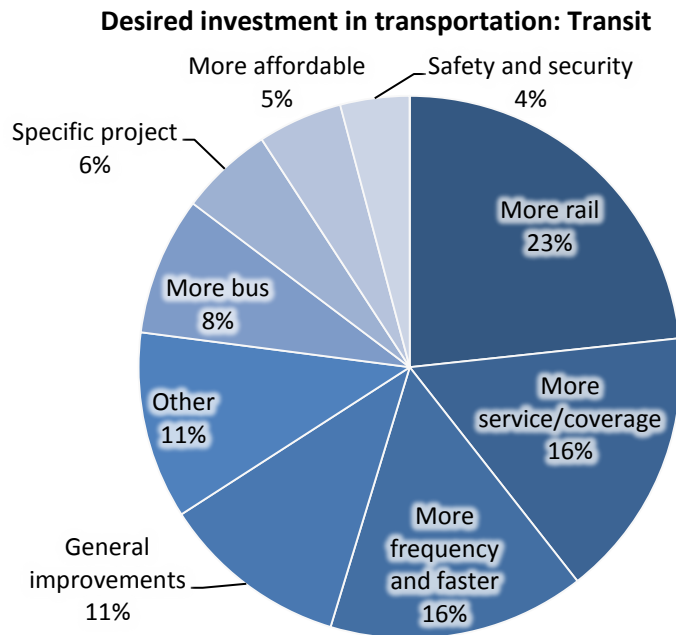
**Question 3. What three investments would you most like to see made in our transportation system (how we get around) in the next 10 years?**

Generally, people want to see investment in transit (35%) and streets and highways (26%). Many also want investments to make walking and biking safer and more convenient (20%).

**What three investments would you most like to see made in our transportation system in the next 10 years?**



**Transit**



Many people simply want to see **better, affordable, faster and reliable** public transportation. Many people want investments to **expand service** to areas that are not currently served or that are

poorly served, particularly in suburban and outlying areas that do not have to go through downtown Portland. Many desire **increased frequency** of transit lines, including more express lines, and some desire for longer and later hours of operation. Some suggested more creative transit options like small shuttles and feeder buses to major lines and MAX stops.

In terms of types of transit investments, many support **more light rail** by either expanding current MAX lines or creating new ones. A minority supports **increased bus service** or Bus Rapid Transit instead of MAX because it is cheaper and more flexible. Those who support light rail particularly want it catering to commuters. There is some support for streetcar expansion. A minority want to see a halt to construction of any new MAX lines.

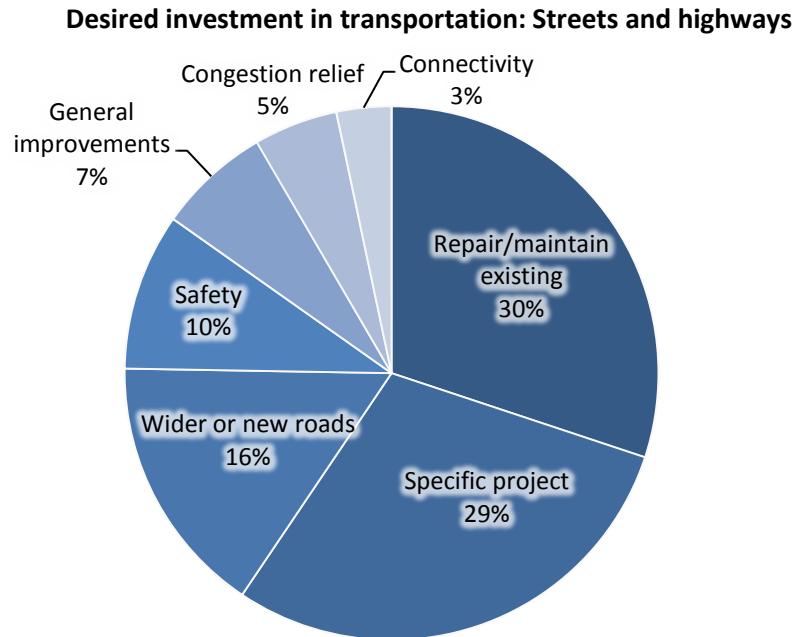
Some people want **safety and security** improvements, including greater fare enforcement, security on trains and buses, and better lighting and shelters at stations.

In terms of other improvements, some people commented that they want more **park and ride** options, **dedicated bus lanes** to improve speeds and reliability, increased **passenger rail**, and more **fuel efficient** or electric buses. A few also commented that transit must better serve **underserved populations**.

There is also support for particular **projects**, including:

- Southwest Corridor to serve Tigard, Tualatin and Sherwood; or some other MAX service in the south metro area
- More light rail in Southwest (to Lake Oswego, along Highways 26 and 217, or further into Washington County)
- Powell-Division High Capacity Transit
- Light rail to Vancouver, Wash.
- WES (Westside Express Service) commuter rail expansion

## Streets and highways



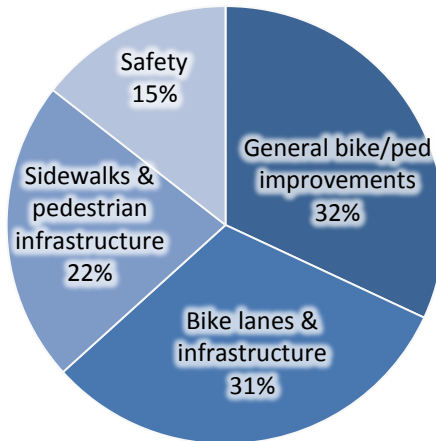
Participants who want to see improvements in roads are most interested in a specific **road project**, or want to see **repair or maintenance** of existing roads and bridges, mostly paving and repairing potholes or maintenance of bridges. Some people support **widening roads** and freeways to improve traffic flow, or for **building more roads** and better freeways to improve connectivity. Some want more improvements in **safety** on roads, including seismic upgrades on bridges and more enforcement of traffic law violations. A smaller number of people are interested in **more funding** to support road improvements, or any measures to provide **congestion relief**, particularly on highways and bottleneck areas. A few noted that **connectivity** to suburban areas and smaller communities needs improvement.

Some of the **projects** that have the most support include:

- Columbia River Crossing or an alternative bridge across the Columbia River. Alternatively, a number of people supported no longer pursuing the Columbia River Crossing project.
- Widening Highway 217
- I-5 improvements or expansion, especially north of downtown and in the Rose Quarter area.
- Building the Westside Bypass or some other major road to provide connectivity in the western/southwest part of the region (such as expanding I-205 to the west).
- Highway 26 improvements or widening.
- I-205 capacity improvements.
- Highway 99W capacity improvements.
- Improvements to Powell Blvd. and other eastside roads.

## Walking and biking

Desired investment in transportation: Walking and biking



Of those who want more investment in walking and biking, there is support for more bike lanes and paths and more pedestrian amenities, mostly sidewalks. There is a desire for more **bike lanes and paths** in general, and some support for more bike trails or lanes separate from auto traffic. Many support investment in pedestrian infrastructure, particularly **sidewalks** and **crosswalks**. A few people want **traffic calming measures** and more walking trails. Several comments support bike lanes and sidewalks to connect to schools. Many are also concerned about biking and walking **safety**, and want investment in safer sidewalks, lighted crosswalks, better street lighting, safer bikeways and trails, and well-maintained bike lanes that are cleaned of debris. A few also want to prioritize pedestrian safety in underserved neighborhoods.

Some people commented that greater biking and walking **connectivity** is needed, including regional connectivity and **complete streets**. They want more seamless transitions between alternative modes – walking, biking and transit. Several support repurposing car lanes for active transportation use or limiting road widening. A few people support specific bicycle/pedestrian projects, including the Sullivan Gulch Trail, Barbur Boulevard bike lane, completing the gap in the 40-mile Loop trail network, and building a bicycle/pedestrian bridge over the Willamette River in Wilsonville.

Some also support less investment in roads and highways or projects that favor single occupancy vehicles, and more investment in providing transportation options.

### Pricing/funding

Four percent of responses support some kind of pricing or funding mechanism. Some want to see generally improved funding for transportation, particularly **increased and stable funding for alternative transportation**, or more accountability for how funds are spent. The most commonly supported funding mechanism is **tolling** on roads or bridges, particularly during rush hours, and an increase in the **gas tax, vehicle miles driven fee** or other measure to make driving more expensive; as well as a **bicycling tax or fee**. There is some support for more private investment in transportation or a sales tax.



## Smart technology

Three percent of responses want more investment technology to improve efficiency and smooth traffic flow. Most commonly, they want to see improved **traffic signal timing/synchronized traffic lights** and **Intelligent Transportation Systems**. A few support more use of flashing yellow turn signals and real time traffic updates.

## Other

A smaller number of people support investment in the following:

- **Community design** including development that makes neighborhoods more walkable, brings services and jobs closer to neighborhoods, or transit oriented development.
- **Incentives and marketing** including incentives for those who carpool, use transit, walk or bike; incentives to employers who allow employees to telecommute; incentives for businesses that locate near transit lines; and more public information to encourage alternative transportation.
- **Parking management** including a wide range of strategies including providing more free parking to encourage retail shopping, and removing parking or creating more paid parking to encourage alternative transportation use.
- **Alternative fuels/vehicles** including incentives and investment in electric and fuel-efficient vehicles, Smart cars, and electric vehicle charging stations.
- **Carshare and carpooling** investments to increase carsharing and carpooling programs
- **Equity** considerations ensuring transportation investments are equitably distributed throughout the region and accessible to low-income communities.

## Question 4. What else do we need to know as we continue to plan for the future of how we get around?

Overall, respondents want **improved transit service** – more flexible, accessible, affordable, efficient and convenient. These improvements need to occur **throughout the region**, including suburban areas and smaller communities. The **reduction of bus lines** is a concern. Some fear the additional reductions that will occur when Portland to Milwaukie Light Rail begins operating in 2015. Others are concerned the system doesn't work well for those who are most dependent on it. In other portions of the online comment survey, respondents favored greater light rail expansion; but for this question many respondents said they support public bus service, including Bus Rapid Transit, but not light rail. The need to **educate the public** about transit and other available transportation options was noted many times. Finally, **improved safety** for public transportation is another key transit theme.

Many identified **peak hour congestion** as an issue that needs to be resolved. Many respondents believe that a key component to alleviating congestion and increasing the use of alternative transportation modes is to **locate housing close to jobs, goods and services**. Another theme is the **aging population** and their transportation needs.

There is a **healthy split** between respondents wanting to invest in roads, those wanting to divest in them, and those that want have a balanced multi-modal approach. While some respondents want to reduce investment in roads, a large number of comments requested improved bicycle/pedestrian infrastructure; specifically to increase safety. A minority specifically want less investment in bicycle/pedestrian infrastructure. Many respondents stated that cars are not going away – even electric cars and those that use alternate fuels will still require roads.

There are quite a few comments about general **maintenance** of our transportation facilities – the need to sweep gravel for bikes, add missing sidewalks, trim bushes and trees around street/stop signs, pave on-standard roads, fix potholes, etc. Others discussed reducing the need for road maintenance by reducing the number of cars on the roads.

Finally, **funding** was mentioned by many respondents. Many are concerned about the lack of funds available to make improvements and stressed the need for **new revenue sources**; others noted the need for **fiscal responsibility** and do not want any additional tax burden placed on the public to fund improvements. The need for **equitable investments** among geography and demographics was noted by some.

## DEMOGRAPHIC INFORMATION

**Race/Ethnicity** 89% of respondents identified as White/Caucasian. The remaining identified as African American/Black (1%), Asian or Pacific Islander (2%), American Indian/Native American (2%), Hispanic/Latino (2%), Slavic (2%), or some other race (2%).

**Geography** Most respondents said that they live in Multnomah County, 13% said they live in Washington County, and 11% said they live in Clackamas County.

**Resident longevity** Participants generally have lived in their community in the region for a long time, with 38% over twenty years, and 24% between 11 and 20 years.

**Education** Respondents are highly educated, with 34% having completed a college degree and 48% a post-graduate degree.

# 2011-2013 Regional Travel Options Program Evaluation

Dan Kaempff – Principal Transportation Planner  
May 8, 2014



Metro | *Making a great place*



# Background

- Educates and removes barriers, to result in more people using AT and Transit investments
- 2012-2017 RTO Strategic Plan adopted in 2011
- \$2.2 million annual MTIP allocation



# RTO Funding Distribution

## \$2.2 million annually



A blue-tinted map of a region, likely the San Francisco Bay Area, showing major roads and geographical features. The map is partially visible on the left side of the slide.

# Biannual evaluation

- Hire outside contractor – Steer Davies Gleave
- Measure outcomes of projects conducted by multiple regional partners
- Track progress towards RTP non-auto mode split goal

**So, what did we accomplish?**





Reached 84,522 people...

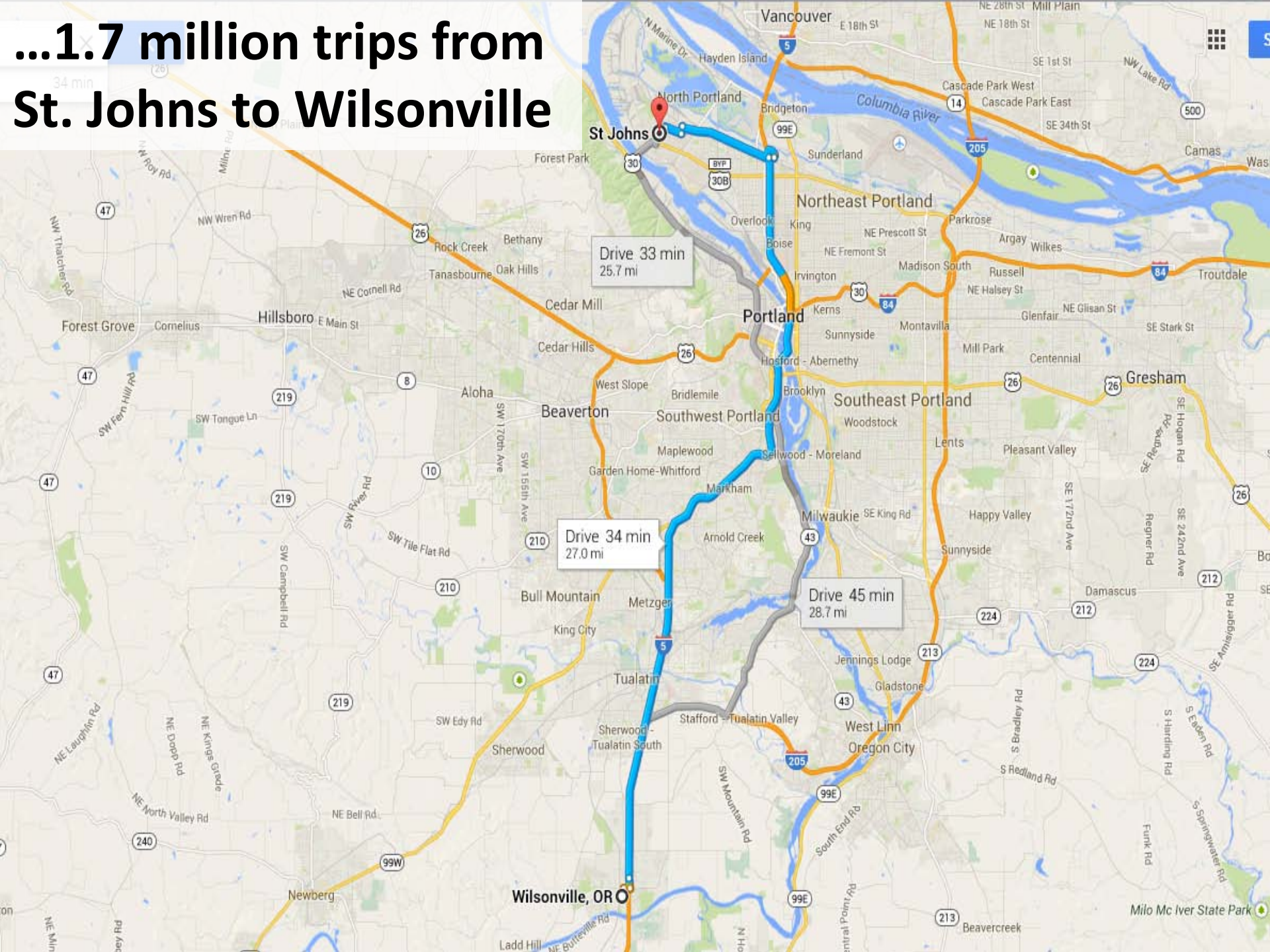
4 Moda Centers full of Blazermaniacs!

**47 million miles =  
93 round trips to the moon, or...**





# ...1.7 million trips from St. Johns to Wilsonville



# 19,176 tons of climate change emissions reduced





**\$17,200,000 returned to local economy**

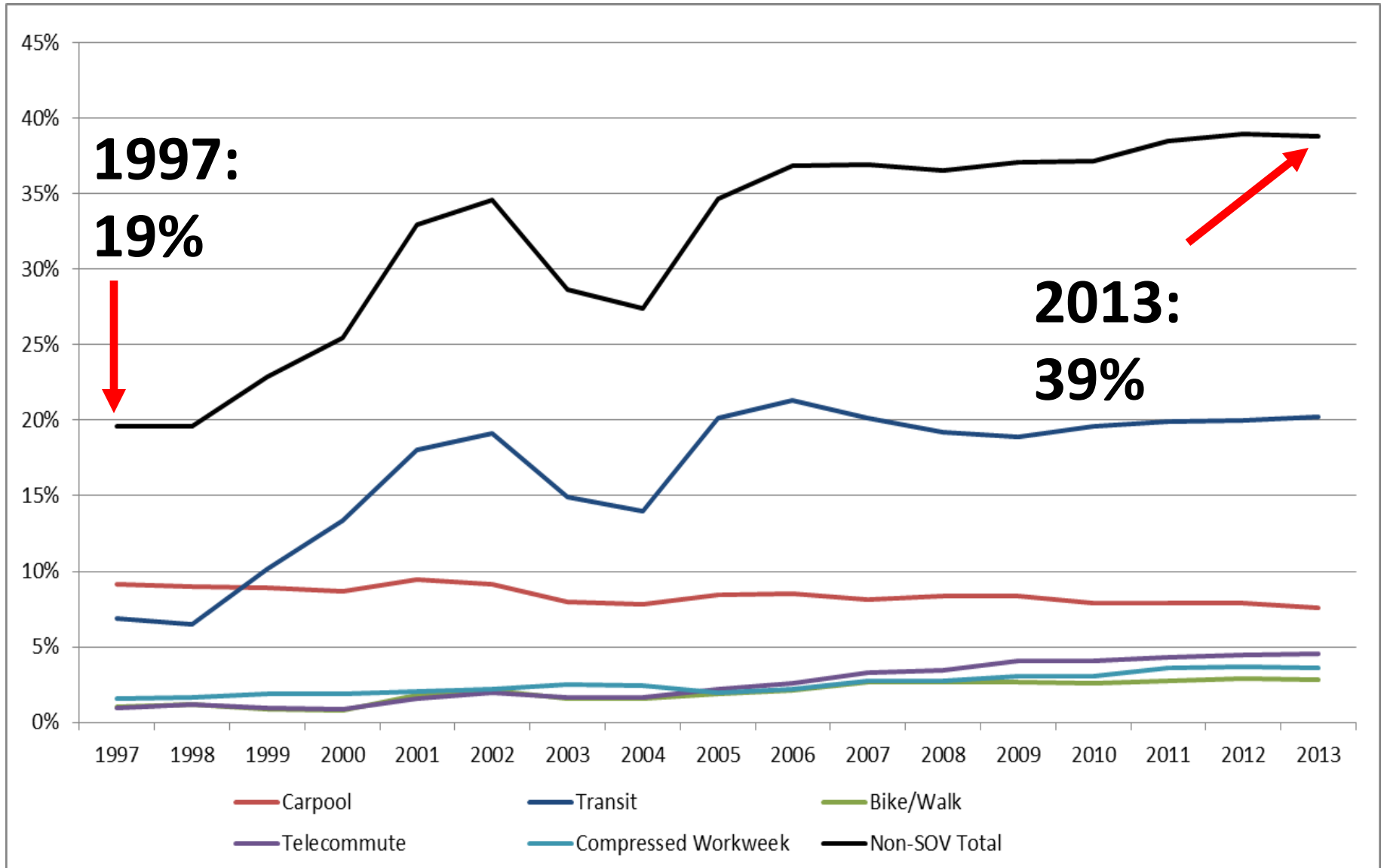


**UNLEADED  
FUEL ONLY**

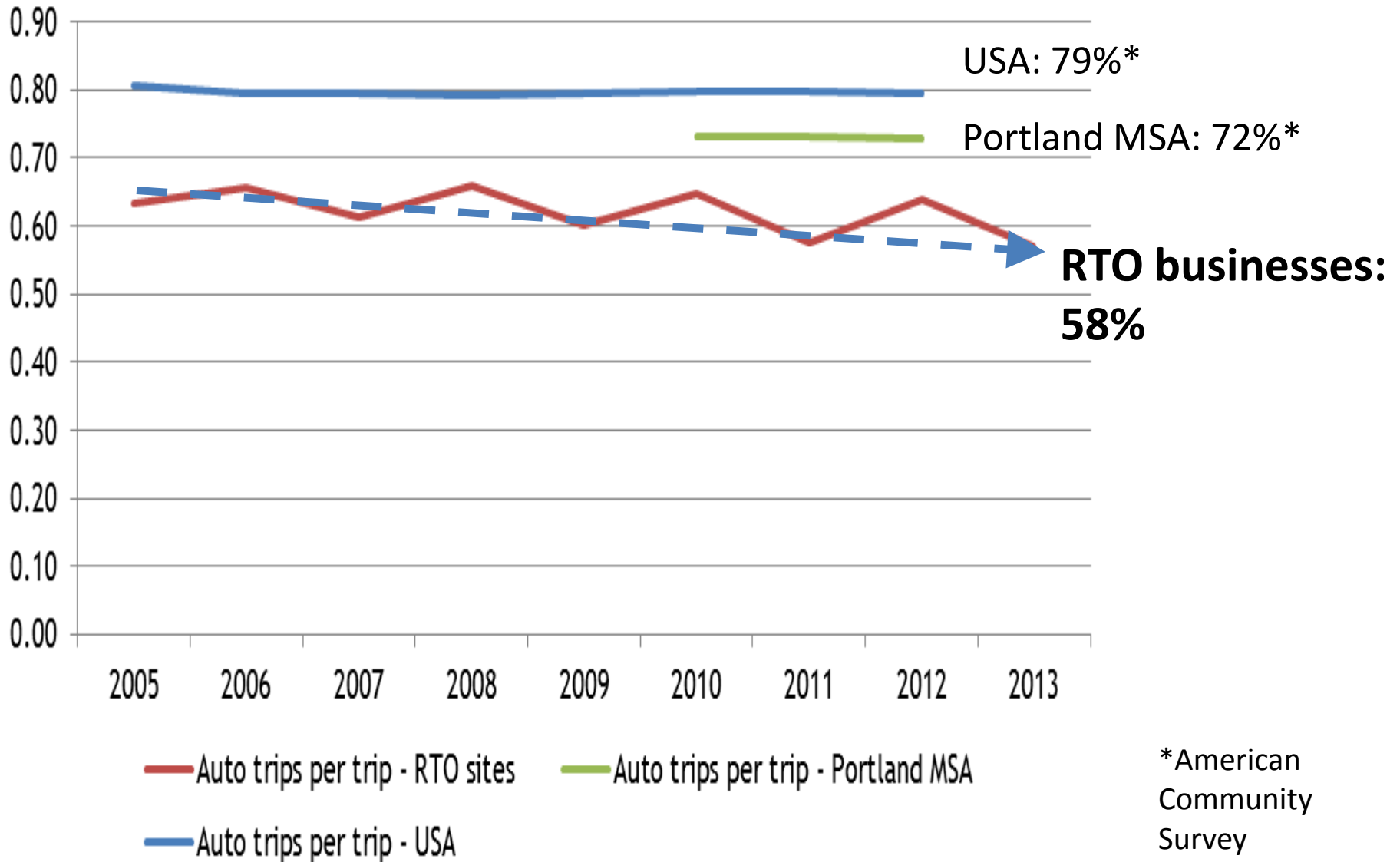
77350-12100-96T

SILVER

# Non-auto mode split at RTO partner businesses



# Auto trip rates: RTO vs. Portland MSA & USA

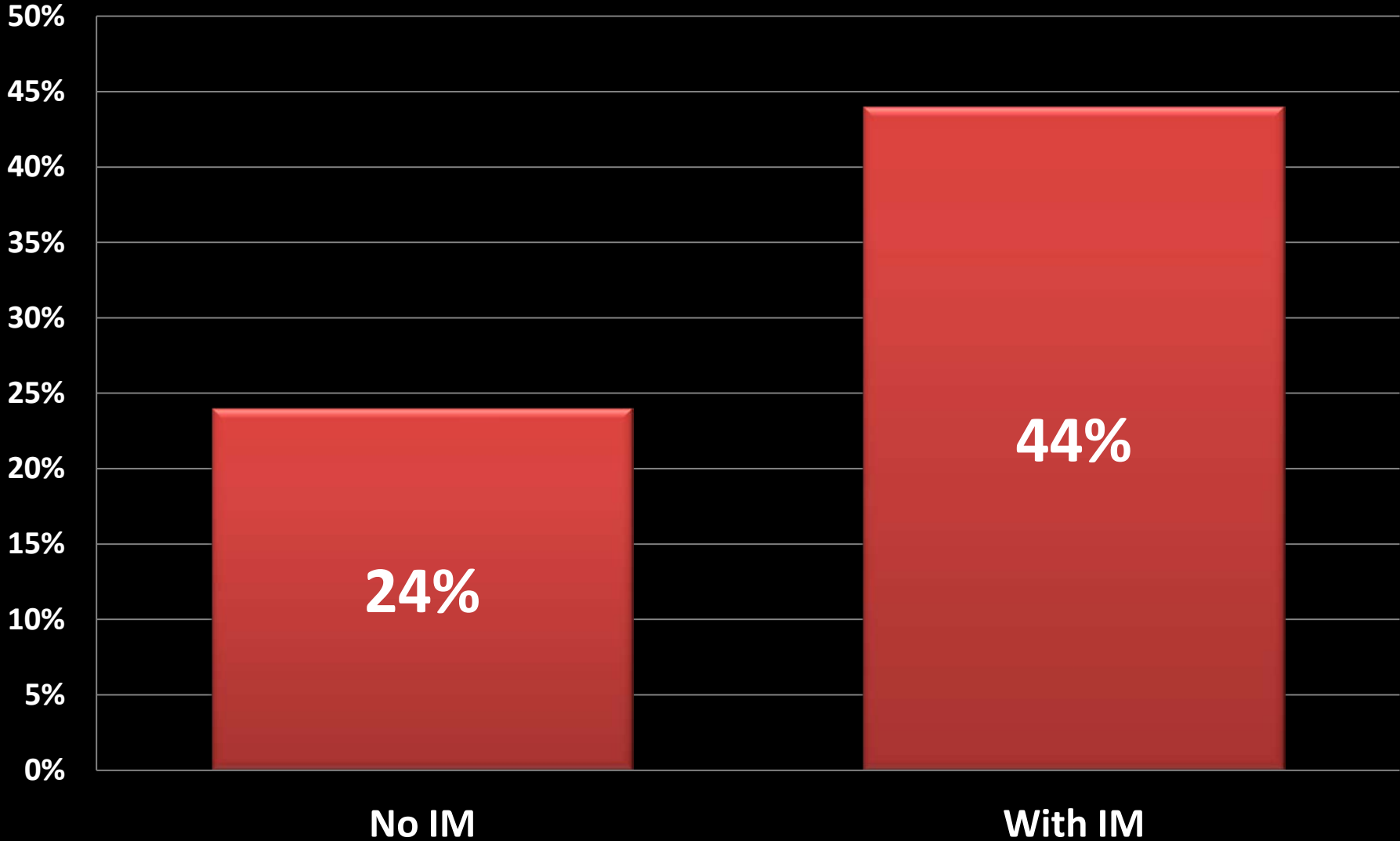


**What does all of this mean?**

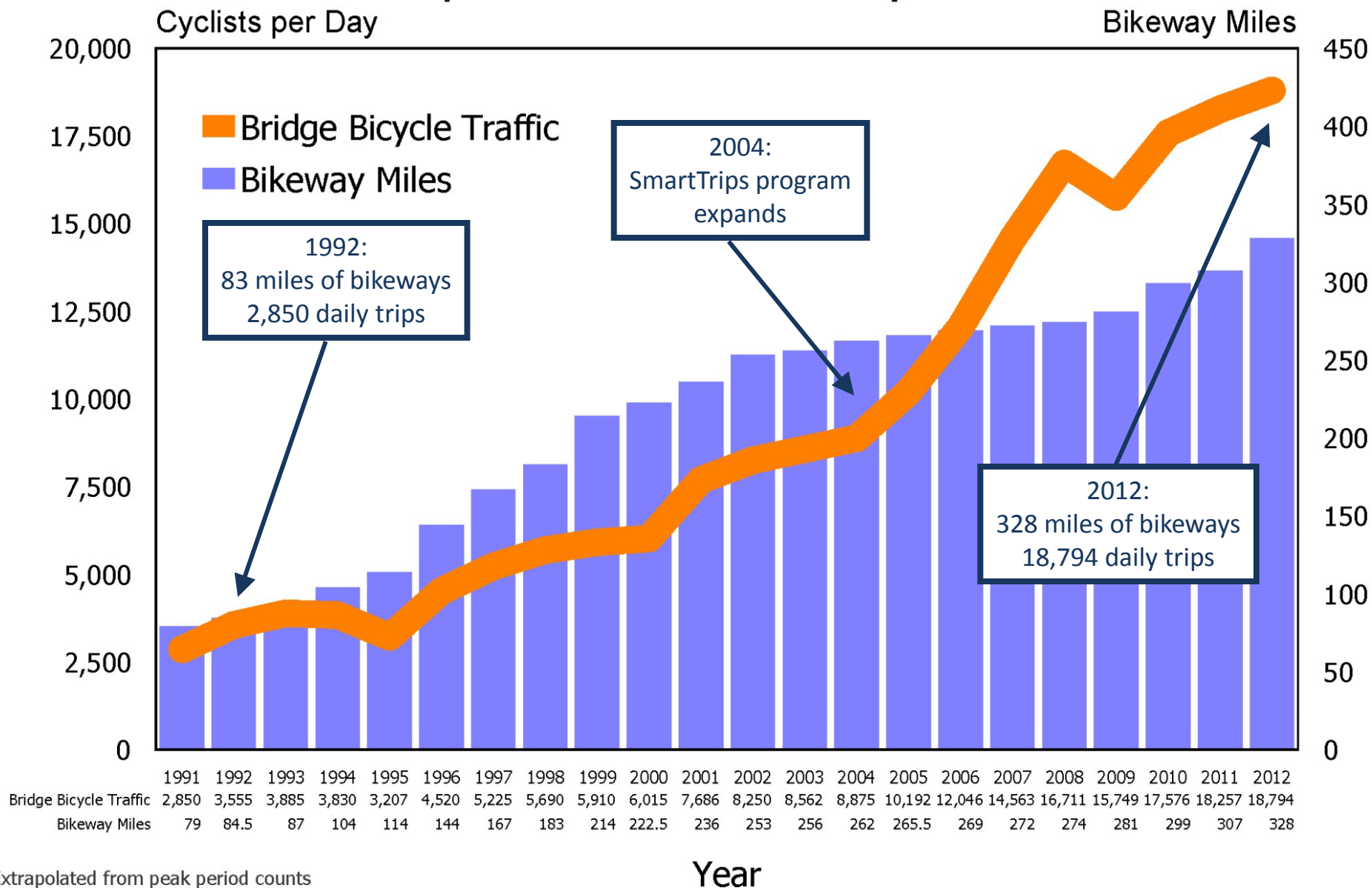


# Interstate MAX Individualized Marketing (IM) Project - 2004

## Relative increases in transit trips



# Bicycle Traffic across Five Main Portland Bicycle Bridges Juxtaposed with Bikeway Miles



DAIMLER

Swan Island TMA:  
A business district  
focused on trucks  
& freight gets to  
work on bikes &  
buses





# **BTA's Bike Commute Challenge: Turns "minivan-driving soccer moms" into bicycle riders**





# SMART: Helping Wilsonville businesses & residents alike

Wilsonville Rd 4

503-682-7790 INFO AND DIAL-A-RIDE

**SMART**  
SOUTH METRO AREA REGIONAL TRANSIT

Beaverton TC 8X  
10:00 P.M. MON-FRI ONLY

INFO AND DIAL-A-RIDE 503-682-7790

Route	Days	Start	End
Wilsonville Rd	4	7:00 AM	3:00 PM
Beaverton TC	8X	10:00 PM	5:00 AM
Wilsonville Rd	4	7:00 AM	3:00 PM
Beaverton TC	8X	10:00 PM	5:00 AM



**What's next?**

**Ford = \$2 billion**



**GM = \$3 billion**



**= \$7.3 BILLION/year**

**Annual RTO budget =  
\$2.2 million (or 0.03%)**



**Toyota = \$2.3 billion**

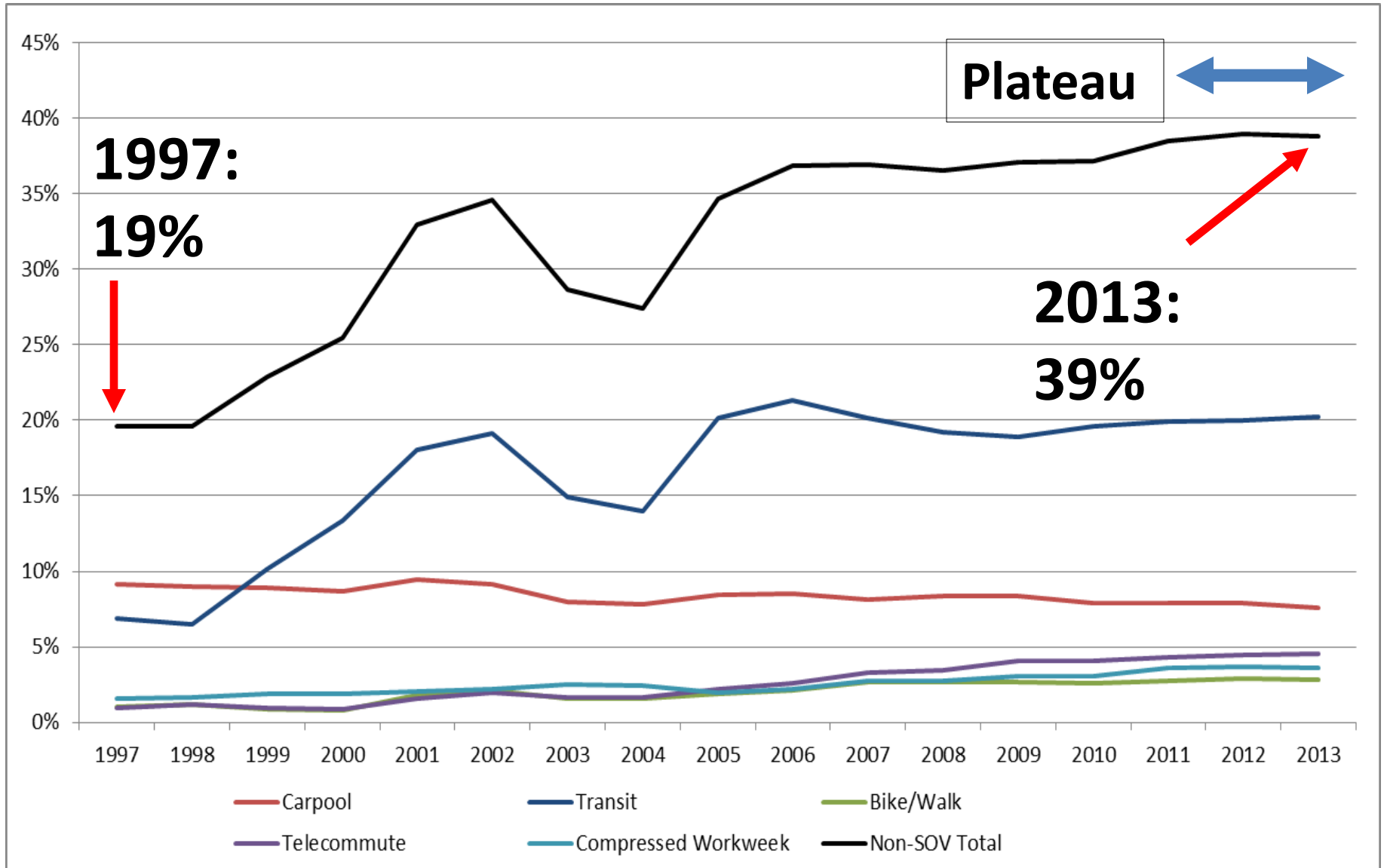




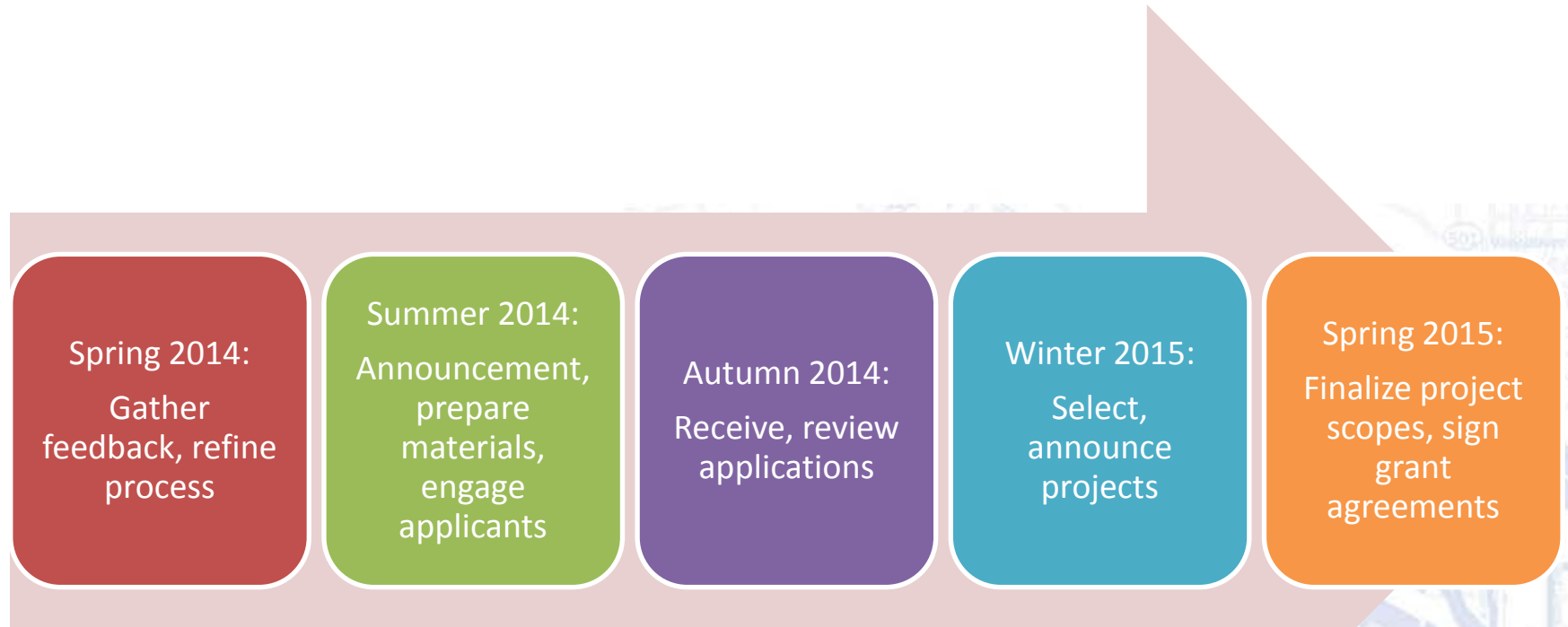
**90 sec Super Bowl ad = \$11 million**



# Non-auto mode split at RTO partner businesses



# 2015-2017 RTO Grants timeline



**\$2.1 million in grant funding available**



Metro | *Making a great place*

# Questions?

