

Metro | Agenda

Meeting: Joint Policy Advisory Committee on Transportation (JPACT)
Date: Thursday, July 10, 2014
Time: 7:30 to 9 a.m.
Place: Metro Regional Center, Council Chamber

7:30 AM	1.	CALL TO ORDER, DECLARATION OF A QUORUM & INTRODUCTIONS	Craig Dirksen, Chair
7:35 AM	2.	CITIZEN COMMUNICATIONS ON JPACT ITEMS	
7:40 AM	3.	UPDATES FROM THE CHAIR & COMMITTEE MEMBERS <ul style="list-style-type: none">• ACT Update - Councilor Collette• Connect Oregon5 Update - ODOT	Craig Dirksen, Chair
7:45 AM	4. *	CONSIDERATION OF MINUTES FOR JUNE 12, 2014	Craig Dirksen, Chair
7:50 AM (15 Min)	5. *	2015 State Transportation Funding Package – <u>INFORMATION/DISCUSSION</u>	Randy Tucker, Metro Craig Campbell, Guest Oregon Transportation Forum
8:05 AM (10 Min)	6. *	2014 Regional Transportation Plan (RTP) and 2015- 2018 Metropolitan Transportation Improvement Program (MTIP) Environmental Justice and Title VI Assessment – <u>ACTION: RECOMMENDATION TO METRO</u>	Ted Leybold, Metro
8:15 AM (10 Min)	7. *	2014 Regional Transportation Plan (RTP) and 2015 - 2018 Metropolitan Transportation Improvement Program (MTIP) Air Quality Conformity Determination – <u>ACTION: RECOMMENDATION TO METRO COUNCIL.</u>	Ted Leybold, Metro
8:25 AM (10 Min)	8. *	2015-2018 Metropolitan Transportation Improvement Program – <u>ACTION: RECOMMENDATION TO METRO COUNCIL.</u>	Ted Leybold, Metro
8:35 AM (10 Min)	9. *	Active Transportation Plan (ATP) – <u>ACTION: RECOMMENDATION TO METRO COUNCIL.</u>	Lake McTighe, Metro
8:45 AM (15 Min)	10 *	2014 Regional Transportation Plan (RTP) Ordinance No. 14-1340 – <u>ACTION: RECOMMENDATION TO METRO COUNCIL.</u>	John Mermin, Metro
9 AM	11	ADJOURN	Craig Dirksen, Chair

Upcoming JPACT meetings:

- July 10 – JPACT Meeting
- August 14, 2014 Meeting / Guest: Congressman Earl Blumenauer
- September 11 – JPACT Meeting

Continued on back...

* Material included in the packet.

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

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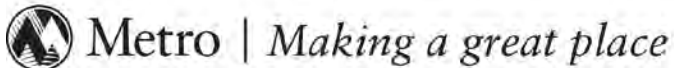
2014 JPACT Work Program

6/30/2014

<u>July 10, 2014</u> <ul style="list-style-type: none">• 2014 RTP and 2015-2018 MTIP Environmental Justice and Title VI Assessment – Action: request for approval (First on the Agenda)• 2014 RTP and 2015-2018 MTIP Air Quality Conformity Determination – Action: request for approval (?) (Second on the Agenda)• Approval of Active Transportation Plan – Action Requested: Adoption of Resolution• Adopt the 2014 Regional Transportation Plan – Action• 2015-18 Metropolitan Transportation Improvement Program – Action• <i>State & Federal Transportation Initiatives / Guest: Craig Campbell (15 Minutes) (Per Randy T. & Andy C.)</i> <p>FYI: National Assoc. of Counties (NACo) Annual Conference, New Orleans, LA, July 11-14</p>	<u>August 14, 2014</u> <ul style="list-style-type: none">• 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• <i>State & Federal Transportation Initiatives / Guest: Congressman Blumenauer(Per Randy T. and Andy C.)</i>
<u>September 11, 2014</u> <ul style="list-style-type: none">• Climate Smart Communities Scenarios Project: Discuss evaluation results and public review draft preferred approach – Information/Discussion <p>FYI: A comment period is planned from Sept. 18 to Nov. 3, 2014 on the public review draft preferred approach.</p> <p>FYI: 2014 Rail~Volution, Minneapolis, MN, September 21 – 24</p> <p>HOLD: Sept./Oct.: Joint MPAC/JPACT Meeting, if needed</p>	<u>October 9, 2014</u> <ul style="list-style-type: none">• Climate Smart Communities Scenarios Project: Discussion on public comments, potential refinements and recommendation to Metro Council.
<u>November 13, 2014</u> <ul style="list-style-type: none">• <i>Climate Smart Communities: Continued discussion on public comments, potential refinements and recommendation to Metro Council</i> <p>FYI: National League of Cities Congress of Cities and Exposition, Austin, TX, November 18 - 22</p>	<u>December 11, 2014</u> <ul style="list-style-type: none">• Kaiser Permanente Healthcare Advocacy Kick-Off / Walking, Biking & Active Transportation” (Added 5/16 per Beth Cohen)• Climate Smart Communities Scenarios Project: Adoption of the preferred approach – Recommendation to the Metro Council requested

Parking Lot:

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



JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION
June 12, 2014
Metro Regional Center, Council Chamber

MEMBERS PRESENT

Carlotta Collette
Craig Dirksen, Chair
Shirley Craddick 2nd Vice Chair
Denny Doyle
Diane McKeel
Steve Novick
Roy Rogers
Paul Savas
Don Wagner
Edward Barnes

AFFILIATION

Metro Council
Metro Council
Metro Council
City of Beaverton, representing Cities of Washington County
Multnomah County
City of Portland
Washington County
Clackamas County
Washington State Department of Transportation
Clark County

MEMBERS EXCUSED

Shane Bemis
Jack Burkman
Nina DeConcini
Heath Henderson
Neil McFarlane
Donna Jordan
Jason Tell
Bill Wyatt

AFFILIATION

City of Gresham, representing Cities of Multnomah Co.
City of Vancouver
Department of Environmental Quality
Clark County
TriMet
City of Lake Oswego, representing Cities of Clackamas Co.
Oregon Dept. of Transportation
Port of Portland

ALTERNATES PRESENT

Lisa Barton Mullins
Matt Ransom
Tim Knapp
Rian Windsheimer

AFFILIATION

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

STAFF: Beth Cohen, Andy Cotugno, Kim Ellis, Elissa Gertler, Tom Kloster, Grace Cho and Chris Meyers, Troy Rayburn, Jessica Rojas and Malu Wilkinson.

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

Chair Dirksen declared a quorum and called the meeting to order at 7:33 a.m.

2. CITIZEN COMMUNICATIONS ON JPACT ITEMS

There were none.

3. UPDATES FROM THE CHAIR & COMMITTEE MEMBERS

Chair Dirksen updated members on the following items:

- Results of the 2014 RTP and 2015-2018 MTIP Joint Air Quality Conformity Determination as a part of the public comment period in compliance with the Environmental Justice and Title VI Assessment. Chair Dirksen referred members to the memo in the packet which summarizes the analysis and informed members of the timeline for the public comment, taking place from May 16th through June 15, 2014. Chair Dirksen informed members that following public comment, TPAC, JPACT, and Metro Council will be asked to take action in late June/early – mid-July to approve the air quality conformity determination.
- Chair Dirksen informed members that Metro is seeking help with the qualitative portion of the assessment by asking residents about potential benefits and burdens to their respective communities when transportation investments are made. Following the public comment, TPAC, JPACT, and Metro Council will be asked to take action in late June/early – mid-July to approve the assessment.
- Chair Dirksen provided an update from the recent May 30th MPAC and JPACT joint meeting results and provided comments on the recommendations made by MTAC and TPAC in relation to the recommended levels of investment in the six policy areas. He informed member that the recommendation unanimously approved by both MPAC-JPACT members is included in member packets. Chair Dirksen reminded members that the recommendation made to the Metro Council do not serve as an endorsement of the draft approach, but as a recommendation on a set of investment levels to investigate as there will be future opportunities to recommend refinements to the draft approach in fall 2014 after the results of the evaluation and the public comment period.
- Chair Dirksen personally thanked all those who attended either the joint meetings for their considerable investment of time put into the Climate Smart Communities project.
- Andy Cotugno of Metro provided members an update on the ACT on behalf of Councilor Collette, informing them that the upcoming task force meeting on Monday, June 16th.
- Councilor Dirksen provided members with an updates related to T4 America and federal transportation funding informing them that Metro and regional partners split a membership of T 4 America. Chair Dirksen thanked TriMet, Portland, Gresham and Washington County for joining on behalf of their cities and counties. Chair Dirksen informed member that recently Metro adopted a resolution endorsing the T4 America funding proposal that JPACT endorsed at the April meeting and referred members to a letter in the packet to U.S. Representative Shuster, chair of the House Committee on Transportation and Infrastructure.
- Councilor Craddick thanked Commissioner Paul Savas for the Clackamas County Transportation forum and provided comments in consideration of holding a similar forum

on a regional level to bring all the counties together to address transportation challenges and raise public awareness on this topic.

- Mr. Savas commented that there is a common shortage of funds across the region and reaching out through media opportunities to get the message out in regards to the infrastructure needs and sited Washington County outreach opportunities to deal with upcoming fees. Mr. Savas introduced Barb Cartmill from Clackamas County, as the new director of Transportation and Development.
- Councilor Collette offered comments on joint marketing to bring public awareness and financing for transportation projects.
- Chair Dirksen referred members to the Unified Planning Work Plan (UPWP) which was adopted May 1, 2014 and distributed to members.

4. CONSIDERATION OF THE MINUTES FOR MAY 8, 2014

MOTION: Diane McKeel moved and seconded by Roy Rogers to adopt the May 8, 2014 minutes.

ACTION: With all in favor, the motion passed.

5. SOUTHWEST CORRIDOR STEERING COMMITTEE RECOMMENDATION TO MOVE FORWARD INTO DRAFT ENVIRONMENTAL IMPACT STATEMENT

Chair Dirksen offered introductory remarks on the Southwest Steering Committee and informed members that the project is not entering the Draft Environmental Impact Statement (DEIS) at the moment. Chair Dirksen informed members that on June 9th the Steering Committee recently narrowed down the most complementary projects and improvements to improve accessibility. The action for consideration does not include a specific project to be studied in the National Environmental Policy Act (NEPA) process although it is anticipated that proposed projects such as rapid transit in the DEIS.

Malu Wilkinson provided an informational overview of the project and distributed handouts to members that summarize the questions that will need to be answered in efforts to narrow down the options. Ms. Wilkinson sited a red line version of the draft that differs from the handout in the packet and highlighted tasks before Metro and its partners.

Member comments included:

- Rian Windsheimer thanked all staff and agencies who worked on the project. Mr. Windsheimer asked clarifying questions about the difference in the copies provided and offered comments in regards to complying with NEPA .
- Steve Novick offered comments on projects listed and mentioned Hillsdale, as he thought that it was agreed that the cost benefit analysis of any tunnel be compared with public willingness to cover such costs.

Chair Dirksen responded that the list provided outlines options to explore and is not a complete list and mirrored member concerns in regards to the costs and benefits analysis.

Malu Wilkinson responded that the intent is about serving the destinations, gauging neighborhoods and stakeholders to create the best approach, by considering those pieces together in relation to costs and impacts as well as the capacity to fund.

- Mr. Novick clarified the differences in costs in relation to size.

Chair Dirksen clarified the costs in tunneling as some costs are fixed.

- Mr. Savas asked if there will be a better opportunity to vote on this topic as this project does come near Clackamas County and expressed concern for funding capacity.

Chair Dirksen referenced members to the original timeline and the DEIS, explained that now is the time to relook at the project before the DEIS and narrow down design options that are not feasible.

- Ms. Wilkinson offered members her time to come out and give a briefing on the project to their respective jurisdictions.
- Roy Rogers commented that he supports the resolution and offered comments on the costs to each jurisdiction to conduct this study and expressed concern to make certain that there is a cap on the costs in the study.

MOTION: Mayor Denny Doyle moved and seconded by Steve Novick to accept the 2014 Southwest Corridor Steering Committee Recommendation to move forward into Draft Environmental Impact Statement.

ACTION: With all in favor and Paul Savas abstained, the motion to approve 2014 Southwest Corridor Steering Committee Recommendation to move forward into Draft Environmental Impact Statement, passed.

6. CLIMATE SMART COMMUNITIES SCENARIOS PROJECT – DISCUSS FINDINGS AND RECOMMENDATIONS FROM HEALTH IMPACT ASSESSMENT

Kim Ellis of Metro offered opening remarks on the results of the Joint MPAC/JPACT Climate Smart Communities Project Meeting and to give opportunity for the Oregon Health Authority to have an informational discussion with the committee about the joint meeting results in relation to public health. Ms. Ellis extended the opportunity to learn and ask questions that will assist in evaluating the draft approach and public impacts.

Andrea Hamberg of the Oregon Health Authority (OHA) collaborated with Metro on a health impact assessment (HIA) of the Climate Smart Communities Scenarios planning process. The HIA modeled expected impacts on three areas: physical activity, roadway-related injuries and fatalities, and exposure to air pollution.

Takeaways included:

- 30 minutes of activity a day can add three years of quality of life and can alleviate the burden on tax payers who cover the costs of rising rates of diabetes and heart disease.
- Traffic safety and cause of death statistics were presented by county through-ways of commuting, with data showing that bicyclists and pedestrians are at higher risk of unreported injury than drivers.
- Pollution and air quality issues were discussed as thermal inversion has impacted public health and economy-impacted travel. Tips were offered as to how this was addressed

though forcing drivers to drive less and public outreach on risks from high particulate matter such as premature death and impacts to cardiovascular health resulting in elevated health costs.

- To protect and improve health throughout the region, OHA recommended that the draft approach consider efforts that maximize opportunities for active transportation for all communities.
- Prioritize the design and maintenance of non automobile facilities and maximize improvements in air quality.
- Link low income and other vulnerable households to health promoting resources.

Member comments included:

- Ed Barnes commented on the situation in SW Washington as there are currently 6,000 commuters that come to the Portland area for work and offered suggestions as to how can Clark County can be considered as a part of the region.
- Members asked questions as to opportunities that compliment commute to transit in areas where there is a concentration of housing in the corridors where there are not pedestrian friendly.
- Members commented on statistics that indicate higher health risks around higher density housing from a health standpoint.
- Members cited the past presentation at the joint meeting in relation to dollar savings, asked clarifying questions as to the amount of money saved.
- Members asked questions in regards to safety and the practice of finding statistics that have been reported.
- Members asked questions in regards to what relative improvements are possible from investing in area C from Area B. Members cited the challenged in achieving area C with funding issues.

7. 2015 STATE TRANSPORTATION PACKAGE: JPACT POLICY DEVELOPMENT PROCESS

Chair Dirksen updated members on the current development in regards to the 2015 State Transportation package and the JPACT involvement process. Chair Dirksen anticipates more conversations throughout the year and has invited Craig Campbell, Chair of the Oregon Transportation Forum to present at the July 10th meeting to provide JPACT members with an update on the process. Chair Dirksen informed member of his desire to reform the JPACT Finance subcommittee this summer and fall to review what comes out of the forum's process and to assist JPACT in making a recommendation. Chair Dirksen encouraged members to contact his office if they are interested in joining the subcommittee and will provide more information as it develops.

Rian Windsheimer made an announcement about the results that came from the Connect Oregon Final Review Committee that will be available on the ODOT website.

8. ADJOURN

Chair Dirksen adjourned the meeting at 8:51 a.m.

Respectfully Submitted,



Jessica Rojas

Recording Secretary

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
3.	Handout	June 2014	Federal Highway Trust Fund Talking Points, June 2014	61214j-01
3.	Handout	6/5/2014	Resolution No. 14-4501	61214j-02
6.	Memo	6/3/201	Climate Smart Communities Project: May 30 MPAC and JPACT Recommendation	61214j-03
7.	Letter	May 2014	Letter to U.S. Representative William Shuster Chair, House Committee on Transportation and Infrastructure	51214j-04



Metro | Memo

Date: Monday, June 30, 2014
To: JPACT
From: Randy Tucker, legislative affairs manager
Subject: 2015 State Transportation Funding Package – background

With the blessing of the chairs of the two legislative committees on transportation, the Oregon Transportation Forum (OTF) convened a broad conversation in early 2014 aimed at developing a transportation policy and funding package for consideration by the 2015 Oregon Legislature. (The OTF is a private nonprofit organization whose membership includes many of the public and private interests who advocate before the Oregon Legislature on transportation matters. For more information on the OTF and on this process, see oregontransportationforum.wordpress.com.) The intent of the OTF process is to develop a legislative proposal that addresses the funding and policy needs of all modes, though it is understood that all needs are not likely to be fully addressed in a single legislative session.

The overall OTF process is being chaired by OTF board chair Craig Campbell. Participants to date have included cities, counties, Metro, special districts, ODOT, transportation-oriented associations like AAA, the Oregon Transit Association and the Oregon Trucking Associations, business organizations, environmental and community organizations, labor organizations, and state legislators. Participation is open and is not limited to members of the OTF. Three large meetings have been held so far, with at least one more scheduled in September. At the first meeting, participants decided to establish four subgroups:

- Fix-it (maintenance, preservation, operations – parallel to OTC's Fix-it funding category)
- Enhance (modernization/expansion – parallel to OTC's Enhance funding category)
- Innovation/Efficiency/Policy/Integration (miscellaneous funding and policy issues)
- Communication and Strategy (advocacy, outreach)

These subgroups have each met several times and (with the exception of the Communication and Strategy group) are developing specific policy and funding proposals. The next meeting of the overall group is scheduled for September 10.



Metro | Memo

Date: July 2, 2014
To: JPACT and Interested Parties
From: Ted Leybold, MTIP Program Manager,
Cliff Higgins, Public Involvement Manager,
Grace Cho, Assistant Transportation Planner
Subject: The 2014 RTP and 2015-2018 MTIP Environmental Justice and Title VI Assessment –
Overall Findings, Public Comments, and Recommendations

Purpose

To inform JPACT members of the overall findings, public comments received and staff responses, and TPAC recommendations from the 2014 RTP and 2015-2018 MTIP Environmental Justice and Title VI Assessment. Please find the attached items in preparation:

- Draft Resolution No. 14-4533
- Staff report for Resolution No. 14-4533 on the Draft 2014 RTP and 2015-2018 MTIP Environmental Justice and Title VI Assessment
- Exhibit A – The 2014 RTP and 2015-2018 MTIP Environmental Justice and Title VI Assessment

Introduction

At JPACT's April 2014 meeting, Metro staff presented the approach and methodology for the 2014 RTP and 2015-2018 MTIP Environmental Justice and Title VI assessment. Since these meetings, staff has conducted the assessment, held a public comment period, and developed recommendations based on what was learned.

Public Comment

At the conclusion of the quantitative analysis, a public comment period was held from May 16, 2014 through June 20, 2014. The comment period was advertized with a legal notice in placed in the Beaverton Valley Times, Gresham Outlook, Portland Observer, Portland Skanner, Asian Reporter and El Hispanic News. Additionally, the public comment was advertised on Metro's newsfeed and emails were sent to Metro's planning e-news list and individual community-based organizations, local jurisdiction staff, and other interested parties who were engaged in the definitions and thresholds work. Both the advertisements and the newsfeed directed the public to a web page providing copies of the draft 2014 RTP and 2015-2018 MTIP Environmental Justice and Title VI Assessment and to submit feedback through an online survey. A total of five public comments were received. The individual comments submitted can be found in Appendix D of Exhibit A.

Additionally, efforts were made to schedule discussions with community organizations serving one or more of the communities of concern. However, scheduling conflicts did not provide an opportunity to engage in the timeline of the public comment period. The organizations in which Metro staff tried to schedule include: Elders in Action, Meals on Wheels - Sherwood and Tigard (Formerly Loaves and Fishes), Portland State University's United Indian Students in Higher Education and Pacific Islanders Club, and Council Creek Community organizations.

Overall Findings

Based on what was learned from the quantitative and qualitative assessments, listed are the condensed overall findings for the 2014 RTP and 2015-2018 MTIP Environmental Justice and Title VI Assessment. More details of the overall findings can be found in Chapter 5 of Exhibit A.

- The region is investing in communities of concern at rates higher than the regional benchmark and is not under investing in communities of concern.
- The assessment does not show a quantifiable programmatic disproportionate burden or disparate impact on any of the five communities of concern from 2014 RTP and the 2015-18 MTIP investments packages.
- Qualitatively, evaluating disproportionate burdens and disparate impact continues to be a work-in-progress assessment in need of further study. Some areas of further study include, but not limited to:
 - Definitions of communities of concern
 - New and/or revised evaluation metrics for future analysis
 - A potential hybrid assessment and measurement of disproportionate benefits and burdens-disparate impact
- Qualitative information and input should be collected at key milestones throughout the process to help inform the methodology and metrics used and to receive feedback on the analysis results.

Recommendations

Conducting the assessment and feedback received through public comment illuminated areas that need further improvement and refinement prior to conducting the Environmental Justice and Title VI assessment for the update of the next RTP and MTIP. Therefore, staff is making a set of recommendations address the refinements areas. The following is a condensed list of the staff recommendations organized by topic area. Further detail of the recommendations can be found in Chapter 5 of Exhibit A. Some of these recommendations may require additional resources or a shift in the current use of resources.

Long-Range Transportation Planning and Programming Recommendations

- Work with agency partners in the region to clarify roles and responsibilities in complying with civil rights regulations in delivering transportation infrastructure and services.
- Work with agency partners in the region, Metro equity strategy staff and other interested community parties to define, budget and schedule the following work program objectives:
 - Develop innovative and robust methods to identify the transportation needs of communities of concern as an early task in the 2018 RTP update process to inform the project solicitation and evaluation phases of the update.
 - Conduct a regional transportation infrastructure gaps analysis relative to the location of communities of concern. This analysis would build from efforts recently conducted at Metro and throughout the region.
 - As an early task of the 2018 RTP update, develop an updated system performance measure for the Regional Transportation Plan keyed to communities of concern and the transportation issues most important to them, within data and technical limitations.
 - Identify more specific metrics pertaining to equity for consideration in the nomination and evaluation of projects to the 2018 RTP and 2018-2021 MTIP.
 - Provide greater clarity on what is expected of applicants in project nomination materials related to how environmental justice and Title VI was considered in the nominated project(s). The information would be provided as direction for project nomination processes for the RTP and the regional flexible fund allocation process.

Technical Analysis Recommendations

- Further refine the methodology for conducting environmental justice and Title VI programmatic analysis to consider new or additional measures of impact or burden in addition to the level of transportation investment metric. These new or additional measures would be identified from public engagement. Some potential areas of focus include:
 - Investigate different quantitative and qualitative methodologies for evaluating programmatic disproportionate burden and disparate impact.
 - Investigate the ability to disaggregate data sets to consider potential impacts at a more refined scale.
 - Identify metrics that holistically address the transportation concerns of communities of concern and use these metrics in evaluating regional plans and programming. These may include improved mobility and access, safety, and others identified through public comment.
- Consider methods to assess all transportation funds included in the MTIP for the Title VI and environmental justice evaluation; the current assessment includes federal and state, but not local and other sources.
- Investigate different methods for evaluating disparate impact and disproportionate benefits and burdens. Look at opportunities to potentially streamline and combine the methods.

Communications and Public Involvement Recommendations

- Develop a performance measure or goal for public involvement participation tailored to Metro's efforts in planning (e.g., RTP, MTIP) or project development (e.g. Southwest Corridor Plan), which could be offered as best practices for local jurisdiction transportation system planning and project development processes.
- Continue to refine and develop the communications strategy for regional transportation planning and programming which communicates clearly, simply, and effectively with communities of concern. Some potential communications areas include
 - Simplified and accessible messaging to communities of concern which describe Metro's federal obligations (under Executive Order 12898 and Title VI of the Civil Rights Act) at a programmatic level and the obligations of local partners (under Executive Order 12898 and Title VI of the Civil Rights Act) at the individual project level.
 - Simplified and accessible messaging to communities of concern distinguishing the difference in Metro's effort to meet federal obligations (Executive Order on Environmental Justice and Title VI of the Civil Rights Act) and Metro's efforts pertaining to equity.
- Continue to utilize innovative opportunities to engage with communities of concern.

Transportation Planning Coordination with Metro's Equity Strategy Recommendations

- Refine metrics for identifying communities of concern in coordination with the Metro Equity Strategy to create consistency across the agency.
- Participate and engage with Metro's Equity Strategy technical advisory committee to consider and align the community identified indicators with potential and/or commonly used transportation indicators; this effort may require additional or shift in resources.
- Use Metro's Equity Strategy relational mapping work to define how the update of the RTP and development of the MTIP can advance the implementation of the equity strategy.

- Use Metro's Equity Strategy relational mapping as a framework to help define the environmental justice and Title VI work programs.

Request

JPACT recommend the Draft 2014 RTP and 2015-2018 MTIP Environmental Justice and Title VI Assessment to Metro Council for approval.

Next Steps

With a JPACT recommendation of approval to the Metro Council, Metro will forward the 2014 RTP and 2015-2018 MTIP Environmental Justice and Title VI Assessment for Metro Council consideration at its July 17th meeting.

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF APPROVING THE)	RESOLUTION NO. 14-4533
ENVIRONMENTAL JUSTICE AND TITLE VI)	
ASSESSMENT FOR THE 2014 REGIONAL)	
TRANSPORTATION PLAN AND THE 2015-2018)	
METROPOLITAN TRANSPORTATION)	Introduced by Chief Operating Officer Martha
IMPROVEMENT PROGRAM.)	Bennett in concurrence with Council
		President Tom Hughes

WHEREAS, the region values and celebrates the diversity of its residents; and

WHEREAS, Title VI of the Civil Rights Act of 1964 states, “no person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance;” and

WHEREAS, Executive Order 12898 on Environmental Justice directs public agencies receiving federal funding, “shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations;” and

WHEREAS, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA), as agencies of the United States Department of Transportation (USDOT), incorporated the principles and complies with Title VI of the Civil Rights Act of 1964 and Executive Order 12898 on Environmental Justice; and

WHEREAS, FHWA and FTA require all recipients to document their compliance with federal Title VI regulations through its Title VI Program; and

WHEREAS, as part of the analytical requirements of Title VI of the Civil Rights Act of 1964, MPOs must demonstrate regional transportation planning and programming activities which use federal funds, particularly as it relates to public transportation, do not create a disparate impact on people of color, race, and people with limited English proficiency or otherwise appropriately address the disparate impact; and

WHEREAS, as part of the analytical requirements of Executive Order 12898 on Environmental Justice, MPOs must demonstrate regional transportation planning and programming activities which use federal funds do not have a disproportionate negative impact on people of color and people with low-income or otherwise appropriately address the disproportionate burden; and

WHEREAS, Metro undertook a process to develop and conduct a programmatic level environmental justice and Title VI analysis for the 2014 RTP and the 2015-2018 MTIP; and

WHEREAS, analysis of the transportation projects in the financially constrained 2014 RTP and the 2015-2018 MTIP do not indicate a quantifiable programmatic disparate impact of public transportation funds on five indentified communities of concern (people of color, people with limited English proficiency, people with low-income, older adults, and young people); and

WHEREAS, analysis of the transportation projects in the financially constrained 2014 RTP and the 2015-2018 MTIP do not indicate a quantifiable programmatic disproportionate burden on five indentified communities of concern (people of color, people with limited English proficiency, people with low-income, older adults, and young people); and

WHEREAS, a public comment period was held from May 16 – June 20, 2014 on the draft Environmental Justice and Title VI assessment for the 2014 RTP and 2015-2018 MTIP and a summary of the comments is listed in Chapter 5 of Exhibit A; and

WHEREAS, the public comment and analysis of the transportation projects in the financially constrained 2014 RTP and the 2015-2018 MTIP identified areas to improve the analysis process and transportation equity considerations, which have resulted in a set of recommendations identified in Chapter 5 of Exhibit A; and

WHEREAS, Metro staff will work with agency partners, Metro equity strategy staff and interested community parties to propose work program definition, budget, and schedule on the set of recommendations identified in Chapter 5 of Exhibit A; and

WHEREAS, the analysis demonstrates the 2014 RTP and the 2015-2018 MTIP are in compliance with Title VI of the Civil Rights Act of 1964 and Executive Order 12898 on Environmental Justice; and

WHEREAS, the Transportation Policy Advisory Committee recommended the approval of this legislation to JPACT at the June 27, 2014 meeting; and

WHEREAS, the Joint Policy Advisory Committee on Transportation (JPACT) recommended the approval this legislation to Metro Council at the July ___, 2014 meeting; now therefore

BE IT RESOLVED the Metro Council hereby adopt the recommendation of JPACT and approve 2014 RTP and 2015-2018 MTIP Environmental Justice and Title VI Assessment attached to this resolution as Exhibit A.

ADOPTED by the Metro Council this ___ day of July 2014.

Tom Hughes, Council President

Approved as to Form:

Alison R. Kean, Metro Attorney

[Click here to download the document](#)



2014 Regional Transportation Plan and 2015-2018 Metropolitan Transportation Improvement Program Environmental Justice and Title VI

Adoption Draft Report

July 17, 2014

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 14-4533, FOR THE PURPOSE OF APPROVING THE ENVIRONMENTAL JUSTICE AND TITLE VI ASSESSMENT FOR THE 2014 REGIONAL TRANSPORTATION PLAN AND THE 2015-2018 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM.

Date: July 2, 2012

Prepared by: Grace Cho

Background

As the metropolitan planning organization (MPO) for the Portland, Oregon region, Metro is obligated to meet the requirements set forth by Executive Order 12898 on Environmental Justice and Title VI of the Civil Rights Act of 1964. As part of the requirements, Metro must conduct analytical assessments the agency's transportation planning and programming activities. Therefore, a component of the 2014 RTP update and the 2015-2018 MTIP, includes an investment analysis which assesses where short-term and the long-term transportation investments are being made relative to concentrations of five identified communities of concern (younger persons, older adults, people of color, limited English proficiency persons, and persons with low-income).

The 2014 RTP and 2015-2018 MTIP Environmental Justice and Title VI Assessment fulfills federal requirements, but is relevant to the work being concurrently conducted through Metro's Equity Strategy. Metro staff is coordinating to identify areas where work may support both programs, but also proceeding to meet federal requirements for the RTP and MTIP as the regional equity strategy is finalized.

Overview of the 2014 RTP and 2015-2018 MTIP Environmental Justice and Title VI Assessment

The purpose of the 2014 RTP and 2015-2018 MTIP Environmental Justice and Title VI assessment is to evaluate at a programmatic scale whether the long-range regional transportation plan and the four-year programming of federal transportation funds are either:

- 1) Causing a disproportionate burden on people of color and people with low-income (as required by Executive Order 12898); and/or
- 2) Causing a disparate impact on people of color and people with limited English proficiency as it pertains to public transportation investments (as required by Title VI).

To evaluate the long-range transportation plan and the upcoming four-years of federal programming, the 2014 RTP and 2015-2018 MTIP Environmental Justice and Title VI assessment was analyzed in the following three phases:

- 1) Definitions, Thresholds, and Methodology Approach Development – The first phase involved identifying and defining people of color, people with limited English proficiency, and people with low-income, and any additional communities for consideration as well as the thresholds for locating concentrations of these communities. A total of five communities were identified: younger persons, older adults, people of color, people with limited English proficiency, and people with low-income. For the purposes for the analysis these five communities are referred to as communities of concern. Younger persons and older adults are not required as a part of Title VI or environmental justice regulations but included for informational purposes.
- 2) Quantitative Analysis of the 2014 RTP and 2015-2018 MTIP Investments – The second phase involved conducting a quantitative analysis to the region's short-term (via the 2015-2018 MTIP) and long-term (via the 2014 RTP) transportation investments. The quantitative analysis examines where transportation investments are being proposed relative to the locations of communities of concern within the region. The assessment uses benchmarks of transportation investment per

person per acre to make a quantitative determination of whether there is a presence of disproportionate or disparate investments.

- 3) **Qualitative Analysis of the 2014 RTP and 2015-2018 MTIP Investments** – The third phase involved gathering qualitative information on how the transportation investments proposed for the region in the short-term and the long-term affect communities of concern at a programmatic level. Previous stakeholder engagement identified the importance of including a qualitative element when considering environmental justice or civil rights because quantitative analysis may not capture or identify all disproportionate burdens experienced by communities of concern. For the qualitative analysis a 35-day public comment period served as the main method for gathering feedback on whether the disproportionate transportation investments, if any, cause a benefit or burden to different communities of concern.

Further information on each phase is described in Chapters 2 – 4 in Exhibit A.

2014 RTP and 2015-2018 MTIP Environmental Justice and Title VI Assessment – Quantitative Analysis Results

For the evaluation of the 2014 RTP and 2015-2018 MTIP, Metro built upon previous analytical efforts and looked to the work of peer agencies to employ a new quantitative method for the assessment. The quantitative analysis consisted of mapping short-term and long-term transportation investments identified in the 2015-2018 MTIP and the 2014 RTP and assigning these investments to communities of concern based on location. A regional benchmark was developed for both the long and short-term investment to have a quantifiable basis of comparison for looking at the significance of investment levels in communities of concern. Tables 1 – 3 illustrate the investment levels in the five identified communities of concern relative to the regional benchmark. Further analyses and details of the quantitative analysis methodology can be found in Chapters 2 – 4 in Exhibit A.

Table 1. Regional Transportation Investment Benchmarks

Policy/Plan Document	Transportation Investment
Long-Term (2014 RTP)	\$.014 per person per acre
Short-Term (2015-2018 MTIP)	\$.0008 per person per acre

Table 2. 2014 RTP Investments Compared to Investments in Communities of Concern

	Regional Total Investment	Young Persons Total Investment	Older Person Total Investment	People of Color Total Investment	Limited English Proficiency Total Investment	Low Income Total Investment
2014 RTP	\$0.01408	\$0.18029	\$0.13027	\$0.12024	\$0.34496	\$0.09506

Table 3. 2015-2018 MTIP Investments Compared to Investments in Community of Concern

	Regional Total Investment	Young Persons Total Investment	Older Person Total Investment	People of Color Total Investment	Limited English Proficiency Total Investment	Low Income Total Investment
2015- 2018 MTIP	\$0.00087	\$0.00712	\$0.01049	\$0.00461	\$0.02372	\$0.00314

Based on the results of the quantitative analysis, the following key findings emerged:

- The region appears to be investing in communities of concern at rates higher than the regional benchmark, the assessment does not show a quantifiable programmatic disparate impact from 2014 RTP and the 2015-18 MTIP investments on any of the five communities of concern.
- The region appears to be investing in communities of concern at rates higher than the regional benchmark, the assessment does not demonstrate a quantifiable programmatically inequitable distribution of benefits and burdens against any of the five communities of concern.

While the initial quantitative findings do not illustrate a programmatic disparate impact or inequitable distribution of benefits and burdens on the five communities of concern, the 2014 RTP and 2015-2018 MTIP Environmental Justice and Title VI assessment elected not to make a formal findings on disproportionate burden or disparate impact on communities of concern at the completion of the quantitative analysis. Instead the public comment process followed the quantitative work to provide opportunity for community members to weigh in whether there is a disproportionate burden on communities of concern in the region.

2014 RTP and 2015-2018 MTIP Environmental Justice and Title VI Assessment – Qualitative Analysis Results/Public Comment

Comments from stakeholders during the initial methodology development phase identified that any transportation investment comes with both benefits and burdens and is dependent on the context of the individual persons or a communities impacted. As a result, the third phase, focusing on gathering qualitative information for the 2014 RTP and 2015-2018 MTIP Environmental Justice and Title VI Assessment, was initiated through the opening of a formal public comment period from May 16, 2014 through June 20, 2014. The comment period was advertized with a legal notice in placed in the Beaverton Valley Times, Gresham Outlook, Portland Observer, Portland Skanner, Asian Reporter and El Hispanico News. The advertisements had translated text stating the purpose of the notice and providing contact information for more information. Additionally, advertising of the public comment went to Metro's planning enews list and individual emails were sent to community-based organizations, local jurisdiction staff, and other interested parties who were engaged in the definitions and thresholds work. Both the advertisement and the newsfeed directed the public to a web page providing copies of the draft 2014 RTP and 2015-2018 MTIP Environmental Justice and Title VI Assessment and to submit feedback through an online survey. To understand how the transportation investments proposed for the region in the short-term and the long-term affect communities of concern at a programmatic level the following questions were asked:

- 1) What are the potential benefits and burdens on communities of concern from investments in roads, transit, and active transportation?
- 2) Are there things we can do on a regional level (through policies or programs) to address, mitigate, and/or prevent the potential burdens from road, transit, and active transportation investments on communities of concern?

A total of eight technical and public comments were received. Exhibit A Appendix A provides a summary and lists the individual comments received. The major themes which emerged from public comment include the following:

- Support for the higher levels of investments in communities of concern
- Concerns about the quantitative method to define disparate impacts
- Desire to analyze transportation equity issues to have a more complete context and understanding of potential disparate impacts and disproportionate burdens
- Need to include additional metrics on issues such as safety, access, or market driven displacement for measuring disparate impacts and disproportionate burdens

- Need for more public engagement to define relevant needs and issues that should be addressed in planning, programming and analysis work.

Feedback received during the public comment and through engagement throughout the analysis process facilitated a greater understanding of the positive and negative effects communities of concern experience with transportation investments in the short and long-term. Based on the public comments the following key findings emerged:

- Metro's assessment process and methodology can be improved to better determine potential benefits and burdens to communities of concern
- Metro RTP and MTIP processes can be improved to provide guidance and best practices for determining the needs of and selecting projects that serve communities of concern.

While a quantifiable disproportionate burden and disparate impact were not identified in the analysis, stakeholders expressed a strong concern over the qualitative assessment methodology. The concerns demonstrated a need for further areas of study to quantitatively and qualitatively measure and address transportation concerns of communities of concern. As a result, a set of recommendations are being made to support further efforts to address the concerns. These recommendations can be found in Chapter 5 of Exhibit A.

ANALYSIS/INFORMATION

1. Known Opposition

The public comments from the 2014 RTP and 2015-2018 MTIP Environmental Justice and Title VI Assessment illustrated there are advocates and community members concerned with details of the quantitative methodology and the lack of engagement conducted during the qualitative analysis.

2. Legal Antecedents

Metro legislation includes:

- Resolution 07-3831B, "For the Purpose of Approving the Federal Component of the 2035 Regional Transportation Plan (RTP) Update, Pending Air Quality Conformity Analysis."
- Resolution 12-4333, "For the Purpose of Adopting the 2012-15 Metropolitan Transportation Improvement Program."

3. Anticipated Effects: Approval of this resolution allows for funding proposed for transportation projects in the 2015-2018 MTIP and advancing the goals of the 2014 RTP. With approval by JPACT and adoption by Metro Council, staff will submit to FHWA and FTA the 2014 RTP and 2015-2018 MTIP Environmental Justice and Title VI Assessment as part of a package of supplemental documentation for the 2014 RTP and the 2015-2018 MTIP.

4. Budget Impacts: None directly by this action.

RECOMMENDED ACTION

Staff recommends approval of Resolution No. 14-4533.



Metro | Memo

Date: July 2, 2014
To: JPACT and Interested Parties
From: Grace Cho, Assistant Transportation Planner
Subject: The 2014 RTP and 2015-2018 MTIP Joint Air Quality Conformity Determination

Purpose

To inform JPACT members of the public comments received and staff responses for 2014 RTP and 2015-2018 MTIP Joint Air Quality Conformity Determination and provide an opportunity to review the staff report and draft resolution.

Please find the attached items in preparation:

- Summary and Responses to Public Comment
- Draft Resolution No. 14-4534
- Staff report on the Draft 2014 RTP and 2015-2018 MTIP Joint Air Quality Conformity Determination

Introduction

To comply with federal mandates, Metro is required to conduct an air quality impact analysis with each update of Metro's Regional Transportation Plan (RTP) and development of a new Metropolitan Transportation Improvement Program (MTIP). As part of the conducting the analysis, Metro informs, consults and solicits feedback from our local and regional partners about the conformity determination.

Background

The scheduled update of the RTP and the development of the next four-year MTIP in 2014 requires Metro to conduct a new air quality conformity determination to ensure the region's future long and short-term transportation investments do not cause adverse impacts to the region's air quality. Because of the timeline of the 2014 RTP and the 2015-2018 MTIP, a joint air quality conformity determination was conducted.

To demonstrate conformity, the total projected emissions from the region's planned future investments must be less than or equal to the motor vehicle emissions budget(s) established for each analysis year (OAR 340-252-0190(b)(A)). In addition, the regional emissions analysis must be performed for the last year of the transportation plan's forecast period. The results for each analysis year can be found in Table 1.

Table 1. Carbon Monoxide Motor Vehicle Emissions Compared to SIP Approved Budgets

Year	Carbon Monoxide Motor Vehicle Emission Budgets (Budgets are Maximum Allowed Emissions) (pounds/ winter day)	Forecast Carbon Monoxide Motor Vehicle Emissions (pounds/ winter day)
2010	1,033,578	448,398
2017	1,181,341	324,234
2040	1,181,341	290,007

The results show the projected total emissions are substantially less than the approved motor vehicle emissions budgets for each analysis year. Therefore the 2014 RTP and the 2015-2018 MTIP

conform to federal and state air quality rules. A link to the full report with details of the analysis is attached as Exhibit A.

Public Comment

Metro conducted the air quality analysis in May 2014. The draft 2014 RTP and 2015-2018 Joint Air Quality Conformity Determination was release for a 30-day public comment on May 16, 2014. The public comment period was advertised placed in the Beaverton Valley Times, Gresham Outlook, Portland Observer, Portland Skanner, Asian Reporter and El Hispanic News. The advertisements had translated text stating the purpose of the notice and providing contact information for more information. Additionally, the public comment was advertised on Metro's newsfeed and emails were sent to Metro's planning enews list. A total of eight technical and public comments were received. Attachment 1 provides a summary of comments received as well as Metro's response to the comments.

Request

JPACT approve and recommend the 2014 RTP and 2015-2018 MTIP Joint Air Quality Conformity Determination to Metro Council for adoption.

Next Steps

With JPACT approval and recommendation to Metro Council, staff will forward the revised 2014 RTP and 2015-2018 MTIP Joint Air Quality Conformity Determination for Metro Council consideration at the July 17th meeting. Upon Metro Council adoption of the conformity determination at the July 17th meeting, staff will forward materials to federal partners for review and approval.

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF APPROVING THE)	RESOLUTION NO. 14-4534
JOINT AIR QUALITY CONFORMITY)	
DETERMINATION FOR THE 2014 REGIONAL)	
TRANSPORTATION PLAN AND THE 2015-2018)	
METROPOLITAN TRANSPORTATION)	Introduced by Chief Operating Officer Martha
IMPROVEMENT PROGRAM)	Bennett in concurrence with Council
		President Tom Hughes

WHEREAS, clean air contributes to the health of Metro residents and their quality of life; and

WHEREAS, the federal Clean Air Act (CAA) and other federal laws and regulations, including 40 Code of Regulations (CFR) 93.100 through CFR 93.129, contain air quality standards designed to ensure federally supported activities meet air quality standards; and

WHEREAS, the federal standards apply to on-road transportation plans, programs and activities in the Metro area;

WHEREAS, Oregon Administrative Rules Chapter 340, Division 252, Transportation Conformity, was adopted to implement section 176(c) of the federal Clean Air Act, as amended, and these rules also apply to Metro area on-road transportation plans, programs and activities;

WHEREAS, these federal and state regulations require metropolitan planning organizations (MPOs) to conduct an air quality conformity determination with each update of the regional transportation plan (RTP), the development of each metropolitan transportation improvement program (MTIP) or when substantial amendments are made to the RTP or MTIP;

WHEREAS, in May 2014, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council accepted the 2014 RTP project list for the purpose of conducting the air quality conformity determination;

WHEREAS, a joint air quality conformity analysis was conducted according to state and federal laws and regulations, and through consultation with local, state, and federal agencies for the 2014 RTP and 2015-2018 MTIP;

WHEREAS, the 2014 RTP and 2015-2018 MTIP joint air quality conformity determination dated June 27, 2014, included in Exhibit A and attached hereto, demonstrates the financially-constrained system of the 2014 RTP can be built and the resulting total air quality emissions, to the year 2040, are forecast to be substantially less than the motor vehicle emissions budgets, or maximum transportation source emissions levels;

WHEREAS, the 2014 RTP and 2015-2018 MTIP joint air quality conformity determination also demonstrates the timing and design of the projects included in the 2015-2018 MTIP can be built and the resulting total air quality emissions, to the year 2040, are forecast to be substantially less than the motor vehicle emissions budgets, or maximum transportation source emissions levels;

WHEREAS, analysis of the transportation projects in the financially constrained 2014 RTP and the 2015-2018 MTIP demonstrate the 2014 RTP and 2015-2018 MTIP joint air quality conformity determination have met the performance standard of the three identified transportation control measures (TCMs);

WHEREAS, a formal public comment period was held from May 16 – June 16, 2014 and staff made refinements to the joint air quality determination according to the comments, as shown in Appendix Q of Exhibit A;

WHEREAS, the Transportation Policy Advisory Committee recommended approval of this legislation to JPACT at the June __, 2014 meeting; and

WHEREAS, the JPACT recommended approval of this legislation at the July __, 2014 meeting; now therefore

BE IT RESOLVED the Metro Council hereby:

1. Adopts the recommendation of JPACT and approves the 2014 RTP and 2015-2018 MTIP joint air quality conformity determination attached to this resolution as Exhibit A.
2. Directs the Chief Operating Officer to submit the 2014 RTP and 2015-2018 MTIP joint air quality conformity determination dated July __, 2014 to the U.S. Environmental Protection Agency for review and the Federal Highway Administration and Federal Transit Administration for approval.

ADOPTED by the Metro Council this __ day of July 2014.

Tom Hughes, Council President

Approved as to Form:

Alison R. Kean, Metro Attorney



[Click here for full report](#)



2014 Regional Transportation Plan and 2015-2018 Metropolitan Transportation Improvement Program Joint Air Quality Conformity Determination

July 17, 2014



STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 14-4534, FOR THE PURPOSE OF APPROVING THE JOINT AIR QUALITY CONFORMITY DETERMINATION FOR THE 2014 REGIONAL TRANSPORTATION PLAN AND THE 2015-2018 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM

Date: July 2, 2012

Prepared by: Grace Cho

Background

To comply with federal mandates, Metro is required to conduct an air quality analysis with the update of each Regional Transportation Plan (RTP) and development of a new Metropolitan Transportation Improvement Program (MTIP). The air quality conformity determination must demonstrate compliance with all federal and state determined air pollutants for the area to allow the region to be eligible to receive federal funds for transportation projects.

Metro's region air quality is currently in a "maintenance" status for carbon monoxide. This means, while the region has greatly reduced carbon monoxide levels and has not exceeded maximum levels since 1989, it must continue to monitor on-road carbon monoxide emissions levels and complete air quality conformity determinations until 2017.

For the region to demonstrate compliance with air quality regulations, the region must:

- Demonstrate the projected carbon monoxide emissions from transportation sources are equal to or less than the motor vehicle emissions budget(s) established for each analysis year (OAR 340-252-0190(b)(A)); and
- Demonstrate the region is meeting performance standards for any adopted transportation control measures (TCMs).

To demonstrate compliance, an air quality analysis is conducted using Metro's travel forecasting model and the U.S. Environmental Protection Agency's (EPA) approved MOVES2010b emissions model. The travel model, using the assumptions from region's projected population and employment growth to the transportation plan horizon year (2040) produces a set of results for different years of interest. The travel model results are then fed into the MOVES2010b emissions model to determine air pollutant emissions from on-road sources. The emissions are assessed against Oregon Department of Environmental Quality (DEQ) established emissions "budgets," or maximum permitted carbon monoxide levels from on-road transportation sources. The projected carbon monoxide emissions must be equal to or less than the region's "budgets" in order for the region to demonstrate compliance.

Additionally, the region must demonstrate it has met performance standards for all adopted TCMs. Demonstration of compliance of the TCMs involves off-model assessments. The region has three TCMs: 1) increasing transit service; 2) building bicycle infrastructure; and 3) building pedestrian infrastructure. Progress is tracked with each Regional Flexible Fund Allocation cycle.

Once the region has demonstrated air quality conformity compliance, the air quality conformity determination is adopted by Metro Council and approved by the Federal Highways Administration (FHWA) and Federal Transit Administration (FTA) (after conferring with the U.S. EPA).

2014 RTP and 2015-2018 MTIP Joint Air Quality Conformity Determination - Process

Prior to conducting the analysis, the region must conduct technical consultation with local, regional, state, and federal partners to address and agree to the air quality conformity analysis approach, methodology,

inputs, and assumptions. On March 14, 2014, representatives of FHWA, FTA EPA, DEQ, and Oregon Department of Transportation (ODOT) and Metro were contacted via email concerning the upcoming 2014 RTP update and 2015-2018 MTIP conformity analysis. A Pre-Conformity Plan (Appendix I of Exhibit A) outlining the approach and methodology to conducting the air quality analysis, was provided for review. Interagency consultation was held on March 20, 2013. At the interagency consultation, state and federal indicated support for the plan and gave approval to move forward with the air quality analysis. Additionally, the Transportation Policy Alternatives Committee (TPAC), as the official consultation body for the Metro region on air quality issues related to transportation, were provided the Pre-Conformity Plan and consultation was held at the March 28, 2013 meeting. Members of TPAC approved the technical approach to the conformity determination. Table 1 summarizes the method and approach to the air quality conformity analysis.

Table 1. Summary of Approach and Methods for the 2014 RTP and 2015-2018 MTIP Joint Air Quality Conformity Analysis

Factor for Analysis	Method/Approach
Travel Model	Metro's travel demand model iteration Joan.
Emissions Model	EPA approved emissions model, MOVES2010b
Analysis Years	2010 (base year), 2017 (Final year of maintenance plan/attainment year), 2040 (horizon year)
Criteria Pollutants for Evaluation	Carbon Monoxide (CO)
Emissions budgets (CO)	2010 – 1,033,578; 2017 – 1,181,341; 2040 – 1,181,341
Inputs for Transportation Networks	Regionally significant projects from the financially constrained 2014 RTP (of which the 2015-2018 MTIP is a subset), as defined federal transportation conformity rules (40 CFR 93.101). Exhibit A Appendix A of the Draft 2014 RTP and 2015-2018 MTIP Joint Air Quality Conformity Determination identifies a list of regionally significant, exempt, and not regionally significant projects included in the analysis.
Inputs for Transportation Control Measures	Transit revenue hours for years 2007-2014; miles of bicycle infrastructure built through Metro's Regional Flexible Fund Allocation for years 2016-2018; miles of pedestrian infrastructure built in centers through Metro's Regional Flexible Fund Allocation

Recently approved changes to the State Implementation Plan (SIP) related to the TCMs were also incorporated into the 2014 RTP and 2015-2018 MTIP Joint Air Quality Conformity Determination. In 2013, the increase in transit service TCM was revised to account for cumulative growth in transit service to prevent the potential for a conformity lapse. The substitute TCM was adopted in January 2014 and concurred by EPA in April 2014. The substitute Transit Service Increase TCM is reflected in the 2014 RTP and 2015-2018 MTIP joint air quality conformity determination.

2014 RTP and 2015-2018 MTIP Joint Air Quality Conformity Determination Results

Exhibit A to Resolution No. 14- 4534, "For the Purpose of Approving the Joint Air Quality Conformity Determination for the 2014 Regional Transportation Plan and the 2015-2018 Metropolitan Transportation Improvement Program," is the air quality analysis which demonstrates the projected carbon monoxide emission from on-road transportation sources is equal or less than state approved budgets. The emissions results compared to approved budgets are listed below in the Table 2.

Table 2. Carbon Monoxide Motor Vehicle Emissions Compared to SIP Approved Budgets

Year	Carbon Monoxide Motor Vehicle Emission Budgets (Budgets are Maximum Allowed Emissions)	Forecast Carbon Monoxide Motor Vehicle Emissions (pounds/ winter day)
-------------	-------------------------------------------------------------------------------------------------------	--------------------------------------------------------------------------------------

	(pounds/ winter day)	
2010	1,033,578	448,398
2017	1,181,341	324,234
2040	1,181,341	290,007

The analysis illustrates federal and state air quality standards for carbon monoxide can easily be met now and in the future in the Metro region considering the combined emissions generated from on-road vehicles using: 1) the existing transportation system, and, 2) the projects included in the 2015-2018 Metropolitan Transportation Improvement Program; and, 3) all of the other improvements included in the financially constrained system of the 2014 Regional Transportation Plan; and 4) all other local transportation projects considered regionally significant.

The transportation projects in the financially constrained 2014 RTP and the 2015-2018 MTIP were also analyzed to determine whether the performance standards of the region's transportation control measures (TCMs) are being met. The analysis demonstrates the projects identified in the 2014 RTP and the 2015-2018 MTIP meets the performance standards and remains in compliance.

Public Comment Summary and Responses/Recommendation Actions to Comments Received

A public review draft of the 2014 RTP and 2015-2018 MTIP joint air quality conformity determination was released for public and technical comment from May 16 through June 16, 2014. The public comment period was advertised placed in the Beaverton Valley Times, Gresham Outlook, Portland Observer, Portland Skanner, Asian Reporter and El Hispanic News. The advertisements had translated text stating the purpose of the notice and providing contact information for more information. Additionally, the public comment was advertised on Metro's newsfeed and emails were sent to Metro's planning enews list. A total of eight technical and public comments were received. Exhibit A Appendix Q provides a summary and lists the individual comments received as well as the action taken by Metro in response to the comments.

The public and technical comments were shared with TPAC recommended adoption of this resolution at the June __, 2014 meeting.

ANALYSIS/INFORMATION

1. **Known Opposition** There were some public comments which stated the region is not implementing aggressive enough strategies to reduce pollution from transportation sources. There were some comments which also state the region is not addressing other air quality issues, such as carbon dioxide. Responses to the public comments address these comments.

2. Legal Antecedents

- Resolution 10-150A, "For the Purpose of Approving the Air Quality Conformity Determination for the 2035 Regional Transportation Plan and the 2010-13 Metropolitan Transportation Improvement Program."
- Resolution 12-4333, "For the Purpose of Adopting the 2012-15 Metropolitan Transportation Improvement Program."
- Resolution 13-4490, "For the Purpose of Adopting the Substitute Transit Transportation Control Measure (TCM) as part of the State Air Quality Strategy and Regional Air Quality Conformity Determination."
- Resolution 14-4493, "For the Purpose of Approving the Use of Federal Streamlining Provisions for Regional Air Quality Conformity Determinations."

- Resolution 14-4527, “For the Purpose of Accepting the 2014 Regional Transportation Plan Project List for the Purpose of Air Quality Conformity Determination.”
3. **Anticipated Effects:** Approval of this resolution allows for funding proposed for transportation projects in the 2015-2018 MTIP and advancing the goals of the 2014 RTP. With approval by JPACT and adoption by Metro Council, staff will submit the 2014 RTP and 2015-2018 MTIP Joint Air Quality Conformity Determination for review by the U.S. Environmental Protection Agency and to the Federal Highway Administration and the Federal Transit Administration for approval.
 4. **Budget Impacts:** None directly by this action.

RECOMMENDED ACTION

Staff recommends approval of Resolution No. 14-4534.

Appendix Q – Public Comment Report for the 2014 Regional Transportation Plan and 2015-2018 Metropolitan Transportation Improvement Program Joint Air Quality Conformity Determination

**2014 Regional Transportation Plan (MTIP) and 2015-2018 Metropolitan Transportation Improvement Program (MTIP) Joint Air Quality Conformity Determination
Public Comments Summary and Response to Major Themes**

On Friday May 16, 2014, Metro released a public review draft of the 2014 Regional Transportation Plan (RTP) and 2015-2018 Metropolitan Transportation Improvement Program (MTIP) Joint Air Quality Conformity Determination for a 30-day public comment period. The opportunity to comment was advertised in the Beaverton Valley Times, Gresham Outlook, Portland Observer, Portland Scanner, Asian Reporter and El Hispanic News. Each of these advertisements had translated text stating the purpose of the notice and providing contact information for more information. Additionally, advertising of the public comment was placed on the Metro newsfeed and an update went to Metro's planning enews list.

The public comment period was closed on Monday June 16, 2014. The public review draft received a total of eight public comments. Below is a summary of the major themes to emerge from the public comments. The individual comments can be found appended to this summary.

Summary of Major Themes and Corresponding Response

1. The region is on track with its work to reduce pollution from vehicle emissions.

There were three comments which were supportive of the outcomes of the 2014 Regional Transportation Plan (RTP) and 2015-2018 Metropolitan Transportation Improvement Program (MTIP) Joint Air Quality Conformity Determination. These commenters felt the region is implementing progressive strategies, including active transportation projects, to reduce emissions pollutants. However, one comment also expressed concern the region may not be addressing some serious localized air quality issues in the region.

Staff Response: The recognition of Metro's work to help promote clean air for the region is appreciated. Staff also recognizes there are a number of areas which are not currently regulated, but the region can take a proactive stance. As a result, Metro has a memorandum of understanding (MOU) with the Oregon State Department of Environmental Quality (DEQ) to work in partnership to address the transportation sector contribution to air quality issues in the region. Through the MOU, Metro voluntarily conducts emissions modeling of air toxics to provide general monitoring information to DEQ.

2. The region is not addressing the more critical concern: carbon dioxide emissions.

There were two comments which expressed concern the joint air quality conformity determination is not addressing the impact of carbon dioxide (CO₂) from vehicle emissions. The comments state the region has a role to play in reducing carbon dioxide emissions. An example stated is for the region to champion legislation which curb carbon dioxide emissions. The comments also expressed the impact of fuels, particularly diesel, and its impact on carbon dioxide and other pollutants.

Staff Response: Metro is currently looking at addressing carbon dioxide emissions through a separate planning effort slated to be completed in early 2015. In 2009 the Oregon legislature passed legislation directing Metro to develop a strategy which will reduce per capita greenhouse gas emissions from cars and small trucks by 20 percent below 2005 levels by 2035. As a result, Metro has been leading a process and engaging stakeholders throughout the region from elected officials, local jurisdictions, private sector, advocacy organizations, and communities to develop a preferred land use and transportation investment strategy which, once implemented, would achieve the greenhouse gas target. This effort is known as the Climate Smart Communities project.

Appendix Q – Public Comment Report for the 2014 Regional Transportation Plan and 2015-2018 Metropolitan Transportation Improvement Program Joint Air Quality Conformity Determination

Until recently, federal requirements from the Clean Air Act did not place regulatory standards for greenhouse gas emissions for regions to comply. Ultimately since the 2014 RTP and 2015-2018 MTIP Joint Air Quality Conformity Determination is intended to demonstrate the region continues to meet the standards of regulated pollutants (e.g. criteria pollutants including carbon monoxide, ozone, lead, particulate matter, etc.) the emphasis of the report has focused on demonstrating federal regulatory compliance.

More information regarding the Climate Smart Communities project can be found on Metro's website at: <http://www.oregonmetro.gov/public-projects/climate-smart-communities-scenarios>

3. The region is not addressing the root cause of air pollution: vehicle miles traveled (vmt).

There is concern that the air quality analysis is not doing enough towards addressing the root cause of pollutant emissions from vehicles. The comment expressed looking into strategies which curb or reduce vehicle miles traveled.

Staff Response: The Portland metropolitan region has reduced its daily vehicle miles traveled per capita over the past seven years (ending with 2012 data, the most recent available). At a per capita average of 18.62 vehicle miles traveled, this is less than the U.S. national average of 21.64 (as of 2011). Monitoring by the Federal Highway Administration (FHWA) illustrates the Portland metropolitan area per capita vehicle miles traveled has consistently remained under the U.S. national average since 1996.

Additionally, Metro has and continues to support planning and implementation efforts which provide travel options and ultimately curb vehicle miles traveled. Metro has led a two-year effort to develop a regional active transportation plan which identifies a vision, policies and actions to complete a seamless green network of on- and off-street pathways and districts connecting the region and integrating walking, biking and public transit. The region has also invested in local travel options programs through the regional travel options program, which has provided grants to organizations to market and promote commute options.

The FHWA compiled data can be found on Metro's website at:
<http://www.oregonmetro.gov/transportation-system-monitoring-daily-vehicle-miles-travel>



Metro | Memo

Date: July 2, 2014
To: JPACT and Interested Parties
From: Ted Leybold, Transportation Planning Manager
Subject: 2015-2018 Metropolitan Transportation Improvement Program – Adoption Draft

Please find the attached items pertaining to the adoption draft of the 2015-2018 Metropolitan Transportation Improvement Program (MTIP).

- Draft Resolution No. 14-4532
- Staff report on 2015-2018 MTIP
- Exhibit A – Adoption Draft of the 2015-2018 MTIP

A brief presentation will be provided at the meeting. TPAC will be asked to recommend JPACT and the Metro Council adoption of the 2015-18 MTIP. If the MTIP is adopted, it will be sent to the Governor for approval and incorporation without change into the 2015-18 Statewide Transportation Improvement Program (STIP). The consolidated 2015-18 STIP will then be submitted to the US Department of Transportation for approval.

As a reminder, the MTIP is the schedule of funding for all regionally significant transportation projects and must be adopted by the Metropolitan Planning Organization and approved by the Governor. The schedule, or “programming”, must show how expected funding will be distributed to each phase of a project by federal fiscal year and demonstrate that this schedule of funding is constrained to available funding levels.

The MTIP document also demonstrates how the overall program meets federal requirements such as consistency with the Regional Transportation Plan, air quality plans, and federal transportation planning goals.

Finally, it establishes how the funding program is administered in this region, within the constraints of federal rules. This includes how requests for changes in funding programming is managed, approved and reported.

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADOPTING THE 2015-)	RESOLUTION NO. 14-4532
2018 METROPOLITAN TRANSPORTATION)	
IMPROVEMENT PROGRAM FOR THE)	Introduced by Councilor Craig Dirksen
PORTLAND METROPOLITAN AREA)	

WHEREAS, the Portland metropolitan area Metropolitan Transportation Improvement Program (MTIP), which reports on the programming of all federal transportation funds to be spent in the region, must be periodically updated in compliance with federal regulations; and

WHEREAS, the Metro Council and Joint Policy Advisory Committee on Transportation (JPACT) have proposed programming for federal fiscal years 2016-2018 through the regional flexible funds allocation process for a portion of the federal allocation of transportation funds to this region; and

WHEREAS, the Oregon Department of Transportation has proposed programming for federal fiscal years 2015-2018 of federal transportation funds for projects in the Portland metropolitan area through funding allocation processes they administer; and

WHEREAS, the transit service providers TriMet and South Metropolitan Area Rapid Transit (SMART) have proposed programming of federal transit funds for federal fiscal years 2015-2018; and

WHEREAS, Washington County, the City of Hillsboro, and the Port of Portland have requested changes to the programming of funds awarded to projects in the 2016-18 regional flexible fund allocation process; and

WHEREAS, a review of requested amendments and a review of funding resources demonstrate the amendments can be made consistent with fiscal constraint and air quality conformity for the 2015-2018 MTIP; and

WHEREAS, these proposed programming of funds must be found in compliance with all relevant federal law and administrative rules, including a demonstration of compliance with the Oregon State implementation plan for air quality; and

WHEREAS, the draft 2015-2018 MTIP for the Portland, Oregon metropolitan area, attached as Exhibit A, demonstrates compliance with all relevant federal law and administrative rules; and

WHEREAS, the companion Metro Resolution No.14-4534, For the Purpose of Approving the Air Quality Conformity Determination for the 2015-18 Metropolitan Transportation Improvement Program, demonstrates compliance with the federal Clean Air Act and the Oregon State implementation plan for air quality; and

WHEREAS, the companion Metro Resolution No.14-4533, For the Purpose of Approving the Title VI and Environmental Justice Analysis for the 2015-18 Metropolitan Transportation Improvement Program, demonstrates compliance with the federal regulations Title VI of the Civil Rights Act of 1964 and Executive Order 12898 on Environmental Justice requirements, and

WHEREAS, the proposed 2015-2018 MTIP is consistent with the 2014 Regional Transportation Plan, adopted by Metro Ordinance No. 14-1340; and

WHEREAS, a public process has provided an opportunity to comment on the programming of federal funds to specific projects in specific fiscal years and whether the programming meets all relevant laws and regulations;

WHEREAS, extensive public processes were used to select projects to receive federal transportation funds; and

WHEREAS, on July __ 2014 JPACT recommended approval of this resolution and the 2015-2018 MTIP; now therefore

BE IT RESOLVED that the Metro Council adopt the 2015-2018 Metropolitan Transportation Improvement Program for the Portland metropolitan areas as shown in Exhibit A; and

BE IT RESOLVED that projects in the existing 2012-15 MTIP that do not complete obligation of funding prior to September 30, 2014 will be programmed into the 2015-18 MTIP.

ADOPTED by the Metro Council this __ day of July 2014.

Tom Hughes, Council President

Approved as to Form:

Alison Kean, Metro Attorney

[Click here to download the full document](#)



2015 – 2018 Metropolitan Transportation Improvement Program

Adoption Draft
June, 2014

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 14-4532 FOR THE PURPOSE OF APPROVING THE 2015-2018 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM FOR THE PORTLAND METROPOLITAN AREA

Date: July 2, 2014

Prepared by: Ted Leybold and Grace Cho

PURPOSE

The 2015-2018 Metropolitan Transportation Improvement Program (MTIP) is a report summarizing all programming of federal transportation funding in the Portland metropolitan region for the federal fiscal years 2015 through 2018. Acting on this resolution would:

- Approve the scheduling of previously allocated federal funding to projects by project phase and fiscal year;
- Define administrative authority to add or remove projects from the 2015-2018 MTIP (as defined in Chapter 6);
- Affirm the region meets federal planning and programming rules and permit submission of the 2015-2018 MTIP to the Governor of Oregon and incorporation into the State Transportation Improvement Program.

BACKGROUND

The 2015-2018 Metropolitan Transportation Improvement Program (MTIP) is the federally mandated four-year schedule of expenditures (i.e., spending) of federal transportation funds as well as significant state and local funds in the Portland metropolitan region. As a report, the MTIP provides the upcoming four-year implementation schedule of transportation projects in the Portland region. The report must also demonstrate the use of federal funds will comply with all relevant federal laws and administrative rules.

In the Portland metropolitan region, there are three processes which propose programming of federal transportation funds and are therefore reflected in the MTIP. These processes are:

- The Regional Flexible Fund Allocation (RFFA): A process led by the Joint Policy Advisory Committee on Transportation and the Metro Council to allocate the region's discretionary federal transportation funds;
- The allocation of "Fix-It" and "Enhance" funding administered by the Oregon Department of Transportation, which predominately focuses on capital improvements and maintenance on the national highway system; and
- TriMet's Capital Asset Management and Investment Program (CAMIP) and the City of Wilsonville Budget Process: the processes led by the individual transit operators in region. TriMet's CAMIP is a 5-year rolling capital improvement program that guides the short term implementation of the 20-year regional transportation plan. The South Metro Area Rapid Transit (SMART) is the transit agency for the City of Wilsonville and allocates transit funding in conjunction with the city budget process.

All the projects and programs selected to receive federal funding through the three processes are summarized in the tables listed in Chapter 5 of the 2015-2018 MTIP (Exhibit A) by lead agency. The tables illustrate the assignment of funds by fund type and the amount of funding by disbursement year for the federal fiscal years 2015 through 2018. There are a number of different federal transportation funds assigned to different projects. This includes Federal Highway Administration (FHWA) funds surface transportation program, congestion mitigation/air quality or transportation alternatives program and the FTA funds rail new starts, a program for jobs access for low income citizens, allocations for bus

purchases and allocations for maintenance of the bus and rail systems. Previous programming of these funds for the years 2014 and 2015 has been updated to reflect project completion as well as changes in construction schedules and project costs.

Additionally, programming changes to the adopted 2012-2015 MTIP that also need to be reflected in the 2015-18 MTIP, will be tracked by staff during this adoption and approval process. These changes will become effective in the 2015-18 MTIP immediately following federal approval of the 2015-18 STIP by the US Department of Transportation.

Public Involvement for the Draft 2015-2018 MTIP

The Federal Highway Administration and Federal Transit Administration require Metro and other regional agencies nationwide to make the schedule of MTIP projects available for a 30-day public comment prior to final adoption.

On Friday, March 22, 2014, Metro opened a joint public comment period for the 2014 Regional Transportation Plan (RTP), the Climate Smart Communities project, and the 2015-2018 MTIP. Because of the land use action associated with the 2014 RTP, the joint public comment period was 45 days in length to fulfill both the federal and state planning requirements. The strategic joint and extended public comment allowed the 2015-2018 MTIP to receive substantially more comments received for previous MTIPs. The public comment closed on Monday, May 5th.

A total of 62 public comments were received on the 2015-2018 MTIP. In review of the public comments, the following main themes emerged from comments:

- Transportation infrastructure maintenance, particularly of the region's streets and roadways must be a programming priority;
- Mixed support on whether to continue to invest and expand the roadway network;
- Mixed support for capital projects for the region's transit system. Some comments expressed overall general support, other expressed support with specific caveats, such "support high capacity transit, but not in the form of light rail," or supports more local connectivity and expanded transit service.
- Mixed support for investing in the active transportation network; and
- Completing the build out by filling in the gaps and expanding the region's active transportation network must become a priority.

The full summary and individual comments on the draft 2015-2018 MTIP can be found in Appendix A of Exhibit A.

Staff recommends acceptance of the 2015-18 Metropolitan Transportation Improvement Program with no changes.

A subsequent public comment period related to the pending air quality conformity determination for the 2015-2018 MTIP was opened on May 15, 2014. The second public comment period intended to provide the opportunity to comment on the results of Metro's air quality analysis which determined the region will continue to meet federal and state clean air standards. The second public comment period also provided an opportunity to comment on the environmental justice and Title VI assessment for the 2015-2018 MTIP and 2014 RTP. The assessment provided an analysis of the levels of transportation investments in communities of concern relative to regional averages.

The summary of comments and responses can be found in the companion documents, considered under Resolution No. 14-4534 and Resolution No. 14-4533.

Proposed Amendments to the allocation of Regional Flexible Funds

Metro Resolution 13-4467 allocated regional flexible funds for the years 2016-18 to several transportation projects in the region. Three requests have been made to change the programming of those fund allocations as a part of the adoption of the 2015-18 MTIP.

1. Washington County was awarded \$2.132 million of regional flexible funds for construction of the intersection of Grahams Ferry Road and Tonquin Road. Since their application and award, the County has obtained local funding that would allow them to construct this intersection sooner (in 2016) in conjunction with a new arterial road from Grahams Ferry Road to Tualatin Sherwood Road. The County commits to funding this project as approved by Metro with local funds in exchange for reprogramming regional flexible funds to project development for a new east-west arterial connection Grahams Ferry Road and Boones Ferry Road. This proposal has been endorsed by the Washington County Coordinating Committee.

2. The City of Hillsboro was awarded \$8.267 million to construct the Brookwood Interchange Industrial Access project in the vicinity of the US26 Brookwood interchange. The Oregon Department of Transportation has both state transportation funding (Jobs and Transportation Act) and federal funding allocated to the nearby US26: Cornelius Pass Road to 185th project, slated for work in the 2016-18 time period. The state transportation funding is available today but would wait for the US 26 project to be ready to proceed. The City of Hillsboro has requested to utilize the available state transportation fund capacity for their arterial project beginning in 2015 to get an earlier start to the project and to consolidate all federal funding on the US26: Cornelius Pass Road to 185th project.

3. The Port of Portland was awarded \$8 million construct the Troutdale Industrial Access project, with potential to also complete a gap in the 40-Mile Loop trail project in the industrial park area that was awarded regional flexible funds in a previous allocation. Similar to the Hillsboro project, the Oregon Department of Transportation has both state and federal funding on the adjacent I-84 Troutdale interchange project and has a state funding contribution on the Troutdale Industrial Access project. The Port of Portland has requested to consolidate federal funding on the I-84 interchange project and the 40-Mile Loop trail projects in exchange for an equivalent amount of the state transportation funds to be consolidated on the Industrial Access project.

All of these fund exchanges would allow for accelerated implementation of projects and more efficient administration of project funding.

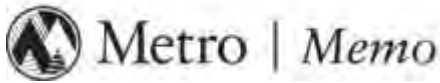
ANALYSIS/INFORMATION

1. **Known Opposition** None known at this time.
2. **Legal Antecedents** This resolution programs transportation funds in accordance with the federal transportation authorizing legislation (currently known as MAP-21). The allocation process is intended to implement the Regional Flexible Fund Allocation (RFFA) process for years 2015 through 2018 as defined by Resolution Nos. 12-4332 and 13-4467. The 2015-2018 MTIP must be consistent with the 2014 Regional Transportation Plan, adopted by Metro Ordinance No. 14-1340. This MTIP must also be determined to be in conformance with the federal Clean Air Act, which will be accomplished through concurrent action on Metro Resolution No. 14-4534.
3. **Anticipated Effects** Adoption of this resolution is a necessary step to make the transportation projects and programs defined in the 2015-2018 MTIP, provided as Exhibit A, eligible to receive federal funds to reimburse project costs.

- 4. Budget Impacts** Adoption of this resolution is a necessary step in making eligible federal surface program funds for planning activities performed at Metro. These impacts have been previously described as a part of the actions on Metro Resolution Nos. 11-4313 and 13-4467. This includes \$5,272,999 of federal funds to be used for planning activities at Metro between 2015-2018. Grant funds allocated to Metro planning require a match totaling 10.27% of project costs. This would include \$541,537 through the course of the 2015-18 time period. An additional \$15,658,000 of planning and programming activities scheduled and funded to take place in the 2015-2018 MTIP. These funds are subject to being sub-allocated to Metro or other agencies, although Metro would only be responsible for matching the portion of funds sub-allocated to Metro. Further action through the annual Unified Planning Work Program (UPWP) and individual Intergovernmental Agreements (IGA) will be needed to execute these planning activities.

RECOMMENDED ACTION

Staff recommends approval of Resolution No. 14-4532.



Date: July 1, 2014

To: JPACT and Interested Parties

From: Lake McTighe, Senior Transportation Planner, Metro

Re: JPACT recommendation on Resolution No. 14-4526: For the Purpose of Adopting the 2014 Regional Active Transportation Plan

Purpose

- Provide JPACT with an overview of the recommendations from the [2014 Regional Active Transportation Plan](#), next steps for implementation, and a summary of public comments.
- Seek recommendation from JPACT to the Metro Council regarding adoption of Resolution No. 14-4526 "For the Purpose of Adopting the 2014 Regional Active Transportation Plan."

Action Requested: JPACT votes on the adoption of Resolution No. 14-4526.

On July 17, 2014 the Metro Council will take action on Resolution No. 14-4526 "For the Purpose of Adopting the 2014 Regional Active Transportation Plan." Staff is requesting a vote from JPACT to adopt the *2014 Regional Active Transportation Plan*. TPAC, the technical advisory committee to JPACT, voted unanimously on June 27, 2014 that JPACT adopt the plan. MPAC recommended adoption the *2014 Regional Active Transportation Plan* on June 25, 2014.

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

Cities, counties and agencies are the primary implementers of pedestrian and bicycle infrastructure and programs that are identified in the *2014 Regional Active Transportation Plan*. During regularly scheduled updates, local transportation system plans will be updated to be consistent with the 2014 Regional Transportation Plan, which has been updated to reflect recommendations from the *2014 Regional Active Transportation Plan*. The *2014 Regional Transportation Plan* is a guidance document that can be used to coordinate and support local plans and actions to complete and expand pedestrian and bicycle access to transit, jobs, school, services and recreation result in regional impacts to the economy, health and well being of citizens and their communities.

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

Staff last presented to JPACT on this item on March 13, 2014. At that meeting JPACT was provided with an overview of recommendations from a regional work group and changes made the draft plan in response to comments and concerns. Since the March 13 meeting, additional comments have been provided through a public comment period (March 21-May 5). A summary of public input on the plan is provided in the [June 2014 Public Comment Report](#). Staff responded to comments and compiled the public comment report; the nature of the comments is summarized below. *Comments pertaining to active transportation but submitted to the Regional Transportation Plan (RTP) are included in the RTP Public Comment Report.*

Letters of support for the ATP were submitted by:

- Bicycle Transportation Advocacy and Awareness Committee, City Club of Portland
- Oregon Walks, Plans and Projects Committee

- Joint letter from: Safe Routes to School National Partnership; Elders in Action; Oregon Walks; Coalition for a Livable Future; Community Cycling Center; Oregon Public Health Institute; AARP; Bicycle Transportation Alliance; 1,000 Friends of Oregon; Westside Transportation Alliance; and Upstream Public Health
- Np Greenway (Friends of North Portland Greenway Trail)
- 1,000 Friends of Oregon
- Coalition for a Livable Future

Changes or corrections to the regional pedestrian and bicycle network maps were submitted by:

- Clackamas County
- City of Gresham
- Washington County
- Al LePage (citizen)
- Lori Mastrantonio (citizen)
- Steve Szigethy (citizen)

Comments on policy language in the plan were submitted by:

- Sean Carey (citizen) – add more references to needs of better access for the aging population
- Claudia Robertson (phone)- replace term “disabled person” with “people with disabilities
- Lents Neighborhood Association – design considerations and public outreach are needed as Bicycle Parkways are implemented, specifically on Foster Road.

Background

Working in partnership with cities, counties, agencies, advocates and other stakeholders, Metro developed *2014 Regional Active Transportation Plan (ATP)*, fulfilling an implementation activity identified in the 2010 update of the *Regional Transportation Plan (RTP)*. The plan was developed with involvement of key stakeholders, Metro’s advisory committees, the Metro Council and the public.

The ATP is proposed for adoption as a “stand alone” modal plan to serve as a guiding policy document. The ATP provides a vision, plan and policies to guide and coordinate efforts across the region to increase transportation options and support economic development, healthy active living and equity.

Recommendations in the ATP identify solutions to increase levels of active transportation across the region, enabling cities, counties and the region as a whole to achieve the region’s Six Desired Outcomes and experience the wide range of benefits associated with active transportation.

1. Complete the active transportation network. First fill gaps and then improve deficient facilities.
2. Make it safe to walk and ride a bicycle for transportation.
3. Ensure that the regional active transportation network equitably serves all people.
4. Support populations that are already driving less by making it easier to drive less.
5. Increase levels of funding dedicated to active transportation projects and programs and develop a pipeline of projects.
6. Better integrate and connect transit, walking and bicycle networks.
7. Make walking and bicycling the most convenient, safe and enjoyable choices for short trips less than three miles.

8. Utilize data and analyses to guide transportation investments.
9. Include bicycle and walking improvements in roadway preservation projects whenever possible to make all streets in the region complete streets.

Implementation - While completing the ATP is a milestone, the work is hardly done. The ATP is a starting point and provides policy direction. Many partners, including city and county governments, agencies, the Metro Council, advocates and other stakeholders will play a role in implementation. Staff's role of engaging, informing, and coordinating will support a variety of ongoing efforts related to funding, and project and program development, within the region.

Opportunities and actions for implementing the ATP are identified in the *2013-15 Regional Active Transportation Work Program*, and fall within four general areas:

- A. Policy - Update networks, concepts, actions, policies and projects in regional and local transportation plans.
- B. Partnerships - Communicate, advocate, participate and facilitate the implementation of the ATP with regional partners and through local plans, project lists and activities.
- C. Project Development - Support best practices for implementing a regional active transportation network that is available for all ages and abilities and helps achieve desired regional outcomes.
- D. Funding - Maintain existing levels of funding for active transportation, utilize existing funding effectively and efficiently, and partner on broader efforts to include active transportation in new funding initiatives.

Materials in packet for discussion

1. Resolution No. 14-4526 "For the Purpose of Adopting the 2014 Regional Active Transportation Plan"
2. Exhibit A: [2014 Regional Active Transportation Plan](#) (provided electronically, not printed)
3. Exhibit B: [2014 ATP Public Comment Report](#) (provided electronically, not printed)
4. Staff report to Resolution No. 14-4526
5. Attachment 1: 2013-15 Regional Active Transportation Work Program
6. [Regional Pedestrian Network Map Book](#) (provided electronically, not printed; provides more detail for pedestrian network maps)
7. [Regional Bicycle Network Map Book](#) (provided electronically, not printed ; provides more detail for pedestrian network maps)

Next steps

- July 17 Metro Council –Action on ATP resolution

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BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADOPTING THE 2014)	RESOLUTION NO. 14-4526
REGIONAL ACTIVE TRANSPORTATION)	
PLAN)	Introduced by XXXXXXXXX
)	

WHEREAS, completing a connected active transportation network that serves the people of the region, including streets with complete pedestrian and bicycle facilities, a connected regional trail network and safe and comfortable access to transit, is a strategy of city, county and regional plans and policies to develop vibrant, prosperous and sustainable communities with safe and reliable transportation choices, to minimize greenhouse gas emissions and to distribute the benefits and burdens of development equitably in the region; and

WHEREAS, the 2035 RTP identified development of a Regional Active Transportation Plan (“ATP”) as an implementation activity and a critical part of the RTP strategy to achieve city, county, and regional goals and targets and the region’s adopted Six Desired Outcomes (2010); and

WHEREAS, Metro obtained a grant to develop the ATP and in 2012 formed a Stakeholder Advisory Committee (“SAC”) with representatives from Clackamas, Multnomah and Washington counties, the Oregon Department of Transportation (“ODOT”), TriMet, the cities of Forest Grove, Gresham, Hillsboro, Portland, Tualatin Hills Park and Recreation District, Elders in Action, Upstream Public Health, the Bicycle Transportation Alliance, and Oregon Walks to guide development of the ATP; and

WHEREAS, with guidance of the SAC and input from other stakeholders, a draft ATP was produced in July, 2013; and

WHEREAS, on September 26, 2013 the Metro Council, with the advice and support of MPAC and JPACT, adopted Resolution No. 13-4454, which acknowledged work completed to date on the draft ATP and directed Metro staff to work with stakeholders to further refine the plan and to prepare amendments to the pedestrian and bicycle elements of the RTP for final public review as part of the RTP update in 2014; and

WHEREAS, the Metro Council dedicated funding July 1, 2013 through June 30, 2015 to support finalizing and implementation of the ATP; and

WHEREAS, Metro refined the ATP to reflect input from the Metro Council, JPACT, MPAC, the Transportation Policy Advisory Committee (“TPAC”) and the Metro Technical Advisory Committee (“MTAC”), and a regional work group comprised of staff and representatives from the original SAC, Clackamas, Multnomah and Washington counties, the cities of Cornelius, Beaverton, Fairview, Forest Grove, Gresham, Happy Valley, Hillsboro, Milwaukie, Portland, Sherwood, Tigard, Troutdale, Tualatin, Wilsonville, ODOT, TriMet, Tualatin Hills Park and Recreation District, Safe Routes to School National Partnership, 1,000 Friends of Oregon, the Bicycle Transportation Alliance, Oregon Walks, and other stakeholders; and

WHEREAS, Metro received and responded to additional comments on the ATP during the public review comment period from March 21 to May 5, 2014 as described in the “2014 Regional Active Transportation Public Comment Report,” attached as Exhibit B; and

WHEREAS, the ATP is intended to function as a guiding document that provides a vision, policies and a plan, but is not a component of the RTP and does not create binding obligations on local governments; and

WHEREAS, the 2014 RTP, which is proposed for adoption in Ordinance No. 14-1340, includes updated pedestrian and bicycle network maps, concepts, functional classifications and policies based on the recommendations provided in the ATP; and

WHEREAS, cities, counties and agencies submitted pedestrian and bicycle projects to the 2014 RTP that help complete the regional pedestrian and bicycle networks and programs identified in the ATP; and

WHEREAS, JPACT and MPAC recommend adoption of the 2014 Regional Active Transportation Plan attached as Exhibit A; NOW THEREFORE

BE IT RESOLVED that the Metro Council:

1. Adopts the 2014 Regional Active Transportation Plan attached to this Resolution as Exhibit A, to serve as guidance for development and completion of the regional active transportation network; and
2. Directs Metro staff to begin implementing the 2014 Regional Active Transportation Plan through the Regional Transportation Plan.

ADOPTED by the Metro Council this 17 day of July, 2014.

Tom Hughes, Council President

Approved as to form:

Alison Kean, Metro Attorney

MAKING A
GREAT
PLACE



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2014 REGIONAL

ACTIVE
TRANSPORTATION PLAN

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2014 REGIONAL

ACTIVE TRANSPORTATION PLAN

Public comment report | June 2014

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STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 14-4526, FOR THE PURPOSE OF ADOPTING THE 2014 REGIONAL ACTIVE TRANSPORTATION PLAN

Date: June 10, 2014

Prepared by: Lake Strongheart McTighe
503-797-1660

BACKGROUND

Collectively, the region is nationally recognized for supporting transportation options and reducing vehicle miles traveled, and the Metro Council has demonstrated leadership in improving the ease and safety with which people can ride a bike, walk and use public transportation for daily needs and recreation.¹ In regional plans and policies active transportation is recognized as one of the elements needed to achieve the region's adopted Six Desired Outcomes.²

In 2010, need for a regional plan focused on active transportation was identified as an implementation activity in the Regional Transportation Plan (RTP), based on the recommendations of the Metro Blue Ribbon Committee for Trails in the "[Integrated Mobility Strategy](#)" (November, 2008). In partnership with the region's cities, counties, ODOT, TriMet, other key stakeholders and the public, Metro completed the implementation activity and developed the 2014 Regional Active Transportation Plan ("ATP"), attached as **Exhibit A** to Resolution No. 14-4526.³

This is the region's first "stand alone" plan focused on walking, bicycling, access to transit and other active travel modes.⁴ Prior to development of the ATP, regional pedestrian and bicycle plans were limited to a few pages within in the Regional Transportation Plan ("RTP"). Development of the ATP has provided extensive research, analysis, and thought to developing and completing the regional pedestrian and bicycle networks in a manner that will lead to more active travel and all of the benefits that are associated with it. Completing the regional active transportation networks will help achieve many RTP goals and targets, including increasing levels of walking and bicycling, increasing transportation safety, increasing access to essential daily needs, reducing vehicle miles traveled and green house gas emissions.

ATP updates to the 2014 Regional Transportation Plan

The ATP is proposed for adoption as a "stand alone" modal plan. Other modal plans are the adopted High Capacity Transit, Freight and Transportation System Management and Operations plans. The ATP is intended to serve as a guiding policy document, and does not create binding obligations on local governments, nor is it a component of the RTP. Rather, the ATP coordinates city, county and agency actions to achieve a vision that is greater than the sum of its parts. The ATP updates the pedestrian and bicycle network maps, concepts, functional classifications and policies in the 2014 RTP, proposed for adoption on July 17, 2014.

¹ Active transportation is defined as: human-powered transportation that engages people in healthy physical activity while they travel from place to place. People walking, bicycling, the use of strollers, wheelchairs /mobility devices, skateboarding, and rollerblading are active transportation. Active transportation supports transit.

² Adopted 2010. 1. Vibrant Communities; 2. Economic competitiveness and prosperity; 3. Safe and reliable transportation choices; 4. Leader in climate change; 5. Clean air, water and healthy ecosystems; 6. Equity.

³ Refer to the 2014 Regional Active Transportation Plan for a complete list of stakeholders.

⁴ Other "modal" plans of the RTP are the High Capacity Transit Plan, the Freight Plan and the Transportation System and Management Plan.

Recommendations of the ATP

The ATP provides a vision, plan and policies. Historically, investment in bicycling and walking facilities has been piecemeal and opportunistic, and the value and benefit of active transportation to the economy and community and environmental health is not fully embraced. This has resulted in the region missing out or passing up opportunities for additional federal and state funding, as well as building out a network that has enough gaps to make active transportation difficult and dangerous in many areas. The ATP identifies these challenges and provides recommendations.

Recommendations in the ATP identify solutions to increase levels of active transportation across the region, enabling cities, counties and the region as a whole to achieve the region's Six Desired Outcomes and experience the wide range of benefits associated with active transportation.

Recommendations

1. Complete the active transportation network. First fill gaps and then improve deficient facilities.
2. Make it safe to walk and ride a bicycle for transportation.
3. Ensure that the regional active transportation network equitably serves all people.
4. Support populations that are already driving less by making it easier to drive less.
5. Increase levels of funding dedicated to active transportation projects and programs and develop a pipeline of projects.
6. Better integrate and connect transit, walking and bicycle networks.
7. Make walking and bicycling the most convenient, safe and enjoyable choices for short trips less than three miles.
8. Utilize data and analyses to guide transportation investments.
9. Include bicycle and walking improvements in roadway preservation projects whenever possible to make all streets in the region complete streets.

Development of the ATP

In January, 2012 Metro, with support from partners, secured a grant to support development of the plan.⁵ In June 2013, a draft plan was completed with input from a regional advisory committee of twenty people, outreach to stakeholders, a public workshop and a public open house. Using technical analysis, transportation modeling tools, geographic information systems (GIS) analysis, and extensive input from stakeholders involved in the process, the regional pedestrian and bicycle networks were refined and updated, identifying a planned active transportation network that provides direct connections to transit, urban centers and regional destinations.

On September 26, 2013 the Metro Council passed Resolution No. 13-4454 acknowledging the draft ATP and directing staff to provide opportunities to local governments, ODOT, TriMet and other stakeholders to further review and refine the draft plan through the comprehensive update of the 2014 Regional Transportation Plan (RTP), prior to the ATP being proposed for adoption. Additionally, the Metro Council dedicated funding to support further refinement of the ATP and a two year work program of implementation activities described in Attachment 1.

Per the acknowledgement resolution, Metro staff convened a regional work group to finalize the ATP. Between October 2013 and January 2014, approximately forty people participated in the work group, including members of the original ATP Stakeholder Advisory Committee, members of TPAC and MTAC, RTP local contacts, bicycle and pedestrian advocacy groups, freight representatives and other stakeholders. The work group provided extensive comments and guidance on the ATP verbally at five

⁵ Metro received thirty-two letters of support from agencies, non-profit organizations and local jurisdictions to pursue development of the ATP.

meetings and in written comments. Additionally, a group of stakeholder organizations interested in equity related to active transportation participated in the review and provided an equity review of the draft ATP.⁶ The review found that the ATP does a good job of addressing equity and provided specific guidance for strengthening language.

Changes were made to the plan based on the input of the work group. The majority of the refinements included adding more explanation and examples and clarifying information (the number of pages in the plan increased by approximately 90 pages). In addition to the work group review, comments were provided during the public review and comment March 21-May 5. Metro staff responded to comments and reflected changes in the plan. **Exhibit B** to Resolution No. 14-4526, the *2014 ATP Public Comment Report*, provides a summary and copies of comments made on the plan between June 2013 and June 2014.

Implementation of the ATP

While completing the ATP is a milestone, the work is hardly done. Implementation of the regional pedestrian and bicycle networks and policies will be completed over time. In the Policy Chapter, the ATP identifies specific actions Metro can take to support and encourage cities, counties, agencies and other partners to implement the recommendations. The Metro Council dedicated funding through June 30, 2015 to finalize the ATP and initial implementation activities.

The ATP provides a starting point and policy direction. Many partners, including city and county governments, agencies, the Metro Council, advocates and other stakeholders will play a role in implementation. Staff's role of engaging, informing, and coordinating will support a variety of ongoing efforts related to funding, and project and program development, within the region.

Opportunities and actions for implementing the ATP are identified in **Attachment 1**, *2013-15 Regional Active Transportation Work Program*, and fall within four general areas:

- A. Policy - Update networks, concepts, actions, policies and projects in regional and local transportation plans.
- B. Partnerships - Communicate, advocate, participate and facilitate the implementation of the ATP with regional partners and through local plans, project lists and activities.
- C. Project Development - Support best practices for implementing a regional active transportation network that is available for all ages and abilities and helps achieve desired regional outcomes.
- D. Funding - Maintain existing levels of funding for active transportation, utilize existing funding effectively and efficiently, and partner on broader efforts to include active transportation in new funding initiatives.

Some of the planned activities are long term and will require ongoing effort; many are already underway. A status report planned for early 2015 will provide a snapshot of accomplishments and allow for work program refinements.

Relationship of the work program to the update of best practices in transportation hand books
Updating the Creating Livable Streets, Trees for Green Streets, Wildlife Crossings, Green Streets, and Green Trails to incorporate new information from the ATP and Regional Freight Plan will be coordinated with the activities of the Regional Active Transportation Program. Funding for the update of the handbooks, and associated activities such as tours of regional best practices and speakers forums, are funded through an MTIP grant. The work scope of the update addresses several of the implementation activities identified in the ATP.

⁶ Oregon Walks, Bicycle Transportation Alliance, Community Cycling Center, Coalition for a Livable Future, Upstream Public Health, 1,000 Friends of Oregon, Safe Routes to School National Partnership
Staff Report for Resolution No. 14-4526
Page 3 of 4

ANALYSIS/INFORMATION

1. **Known Opposition:** NONE

2. **Legal Antecedents:**

- **Resolution No. 13-4454** “For the Purpose of Acknowledging the Work Completed to Date and Initiating Further Review of the Regional Active Transportation Plan Prior to Adoption as a Component of the Regional Transportation Plan;”
- **Ordinances - 13-1300A** “Adopting the Annual Budget For Fiscal Year FY2013-14, Making Appropriations, Levying Ad Valorem Taxes, and Authorizing an Interfund Loan” (provided funds to further refine the ATP and to begin implementation activities);
- **Resolution No. 11-4239** “For the Purpose of Supporting Development of a Regional Active Transportation Action Plan” (authorized staff to seek a TGM grant to develop the plan);
- **Ordinance No. 10-1241B** “For the Purpose of Amending the 2035 Regional Transportation Plan (Federal Component) and the 2004 Regional Transportation Plan to Comply with Federal and State Law; to Add the Regional Transportation Systems Management and Operations Action Plan, the Regional Freight Plan and the High Capacity Transit System Plan; To Amend the Regional Transportation Functional Plan and Add it to the Metro Code; To Amend the Regional Framework Plan; And to Amend the Urban Growth Management Functional Plan” (identified development of an active transportation plan as a follow up activity of the 2035 RTP);
- **Ordinance 09-1209** “Amending the FY 2008-09 Budget and Appropriations Schedule Transferring for the Integrated Mobility Strategy, adding 1.0 fte” (created a staff position for active transportation);
- **Resolution 08-3936** “For the Purpose of Establishing the Blue Ribbon Committee For Trails.”

3. **Anticipated Effects:** The ATP updates pedestrian and bicycle elements of the 2014 RTP, proposed for adoption on July 17, 2014. Local transportation system plans (TSP) are updated to be consistent with the 2014 RTP. The ATP is used as a guidance document in RTP and TSP updates, and as funding is sought, projects are developed and programs are implemented. Additional resources are dedicated to active transportation.

4. **Budget Impacts:** None at this time. Funding dedicated through June 2015 by the Metro FY 2013-14 adopted budget to finalize the ATP and support implementation activities. Funding beyond June 2015 is not identified at this time to continue the Metro Active Transportation Program or for future updates of the ATP. Implementation of the ATP will occur through the Metropolitan Transportation Improvement Program.

RECOMMENDED ACTION

Staff recommends the Metro Council adopt Resolution No. 14-4526, For the Purpose of Adopting the 2014 Regional Active Transportation Plan. On June 25, 2014 the Metro Policy Advisory Committee (MPAC) voted to recommend adoption of the 2014 ATP and on July 10, 2014 the Joint Policy Advisory Committee (JPACT) voted to recommend adoption.

2013-15 Regional Active Transportation Work Program

Metro actions that support implementation of the 2014 Regional Transportation Plan (RTP) and Regional Active Transportation Plan (ATP) and achieve adopted transportation goals and targets are listed below. Activities are based on the ATP recommendations and policy implementing actions. Some of the activities are long term and will require ongoing effort; many are already underway. A status report planned for early 2015 will provide a snapshot of accomplishments and allow for refinements.

A. Policy - update networks, concepts, actions, policies and projects in regional and local transportation plans.

1. Work with partners to add regional pedestrian, bicycle and access to transit projects to the Regional Transportation Plan, local transportation system plans and capital improvement plans. *[Completed]*
2. Update pedestrian and bicycle concepts, network maps, functional classifications and policies in the Regional Transportation Plan to be consistent with the ATP. Develop a guide to support local jurisdiction updates of transportation system plans to be consistent with the updated RTP. *[Completed]*
3. Reflect ATP pedestrian and bicycle networks and recommendations in the Climate Smart Communities Scenarios, SW Corridor Plan, Powell-Division Transit Project, and other corridor projects, and consider ATP policy recommendations in implementation. *[Underway]*
4. Begin work with cities, counties, agencies and other stakeholders on updates to the Regional Transportation Functional Plan in advance of the 2018 RTP update, and in coordination with Climate Smart Communities. *[Start 2015]*
5. Review RTP active transportation related performance measures and targets and potentially refine to better measure progress towards achieving active transportation related goals and targets. *[Underway]*

B. Partnerships - communicate, advocate, participate and facilitate the implementation of the ATP with regional partners and through local plans, project lists and activities

1. Periodically convene partners and stakeholders in committees, work groups, or other appropriate formats to build support and maintain momentum for implementing the ATP, building on relationships developed during development of the ATP and in coordination with the ODOT Active Transportation Department. *[Underway and winter 2014]*
2. Periodically provide updates on the ATP and benefits of active transportation with Metro policy advisory committees, local elected officials, and decision makers and other stakeholder groups and interested parties. Explore providing weekly or monthly email newsletter updates. *[Underway and fall 2014]*

3. Remain a participating partner in developing the annual Oregon Active Transportation Summit. *[completed 2014 summit; Underway]*
4. Provide technical expertise and assistance in the development of state and local active transportation related plans, including the ODOT Bicycle and Pedestrian Plan, the Clackamas County Active Transportation Plan, and the TriMet transit access study. *[Underway]*
5. Track and participate as needed in local pedestrian and bicycle advisory committees. *[Underway]*
6. Share Metro's Public Engagement Guide with partners and continue to develop best practices on engaging underserved communities on topics related to active transportation. *[Underway]*

<p>C. Projects and programs - support best practices for implementing a regional active transportation network that is available for all ages and abilities and helps achieve desired regional outcomes</p>

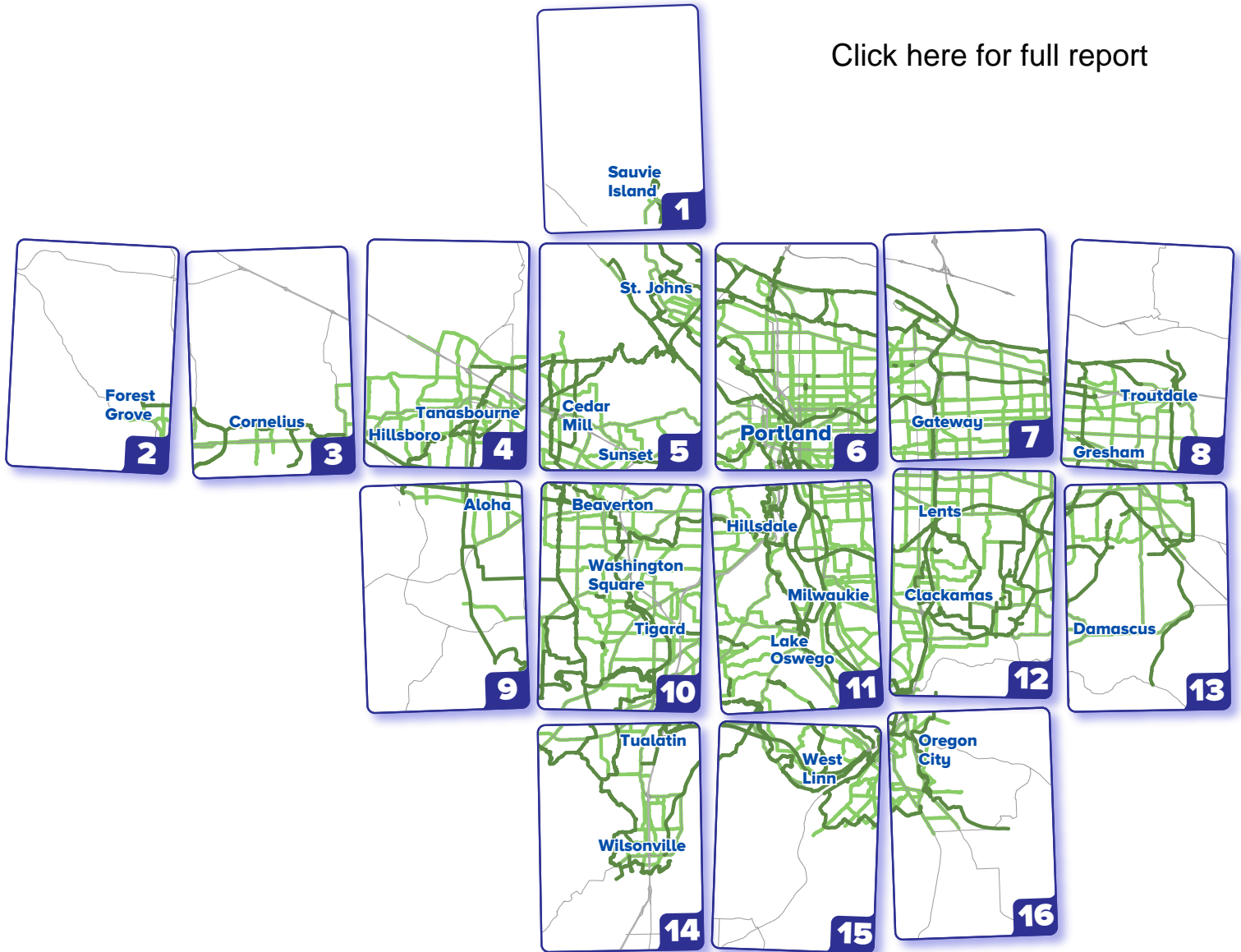
1. Develop the regional bicycle and pedestrian counting program and support development of pedestrian and bicycling modeling tools in partnership with PSU, City of Portland, and other cities and counties. Participate in PORTAL technical advisory committee and coordinate with TRANSPORT. *[Underway]*
2. Update best practices in transportation handbooks (Creating Livable Streets, Trees for Green Streets, Wildlife Crossings, Green Streets, Green Trails). As part of the handbook program, develop best practices tours, a complete streets checklist, expert presentations and technical assistance, such as street audits. *[Start 2015]*
3. Participate in and contribute to ODOT Pedestrian and Bicycle Safety Workgroup. Seek opportunities to implement the recommendations in the 2012 Regional Transportation Safety Plan. *[Underway]*
4. Encourage jurisdictions and agencies to include education and encouragement in transportation projects in order to raise awareness, increase safety and increase the use of completed projects. *[Underway]*
5. Participate in technical and research projects, including those related to health and transportation, which support best practices, increase data collection and maintenance, and advance knowledge, understanding and practice in active transportation. *[Underway]*
6. Develop a cheat sheet of helpful and vetted data points on safety, benefits, costs, etc. for cities, counties and agencies use in developing funding applications and projects. *[Start summer 2014]*

D. Funding - maintain existing levels of funding for active transportation, utilize existing funding effectively and efficiently, and partner on broader efforts to include active transportation in new funding initiatives

1. Provide information from the ATP to support development of the next MTIP policy process. *[Start 2015]*
2. Coordinate with RISE initiative to include regional bicycle and pedestrian infrastructure in package of improvements. *[Underway]*
3. Provide data and information on projects that support including active transportation in potential new sources of transportation funding and maintaining current dedicated funding levels. *[Start 2015]*
4. Develop a Funding Guide Resource that identifies funding opportunities, such as grants and programs, for active transportation, and increases transparency of the funding process. *[Start 2015]*
5. Work with partners to fund and develop programs that increase equity through awareness of and use of transportation options and address physical, economic, cultural and other barriers to active transportation. *[Underway]*

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Pedestrian Network MAP BOOK

2014

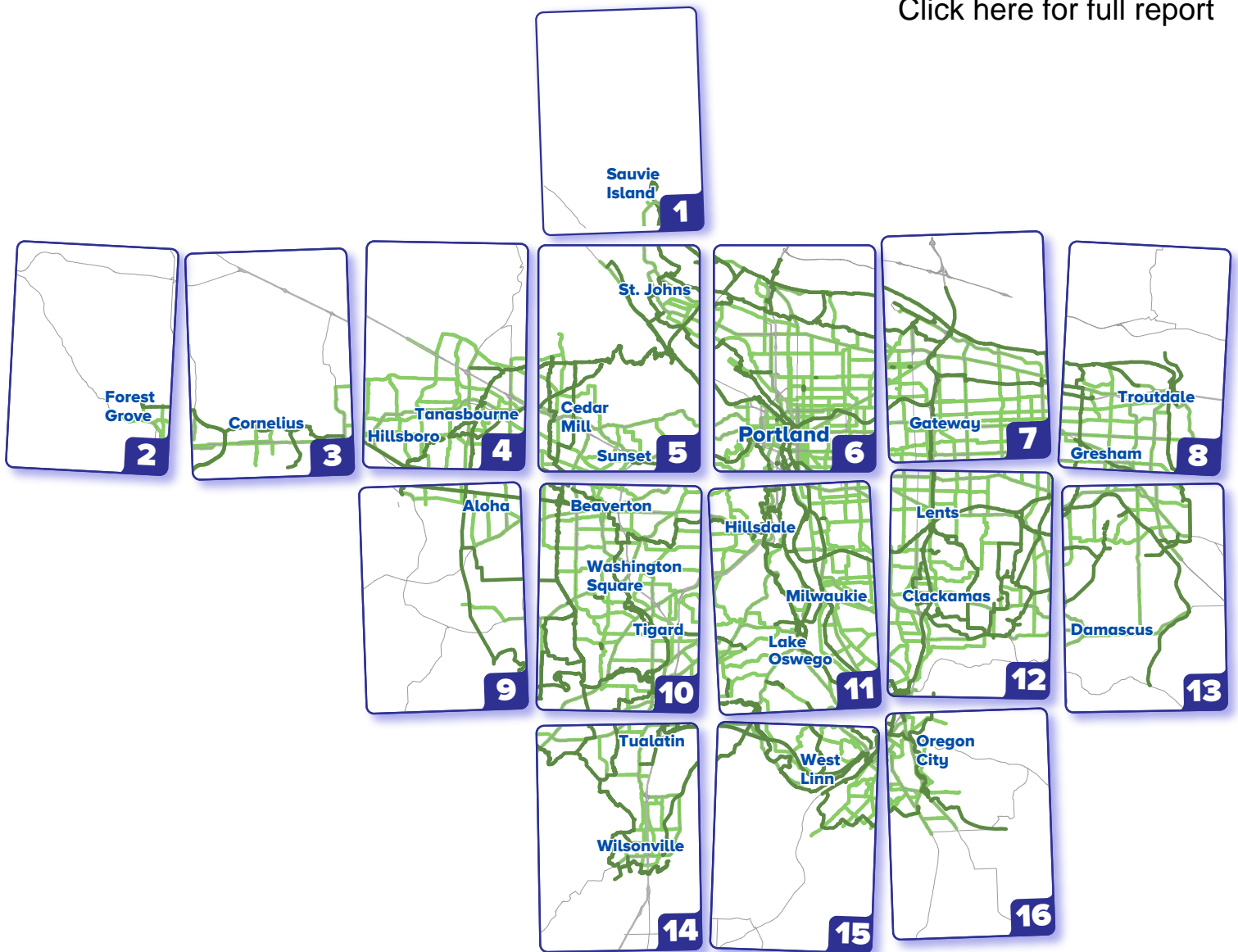


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Bicycle Network MAP BOOK 2014



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BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE 2035) Ordinance No. 14-1340
REGIONAL TRANSPORTATION PLAN TO)
COMPLY WITH FEDERAL AND STATE LAW; AND) Introduced by Chief Operating Officer
TO AMEND THE REGIONAL FRAMEWORK PLAN) Martha Bennett with the Concurrence of
Council President Tom Hughes

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, 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, a 45-day public comment period on the 2014 RTP was provided from March 21 to May 5, 2014; and

WHEREAS, Metro Council held a public hearing on May 8, 2014 and accepted the 2014 RTP project list for purpose of air quality conformity determination by Resolution No. 14-4527; and

WHEREAS, the Metro Council adopted the Regional Active Transportation Plan (ATP) by Resolution No. 14-4526 on July 17, 2014 and the 2014 RTP includes updated bicycle and pedestrian policies and maps that reflect direction from the ATP; and

WHEREAS, the Metro Council adopted the Environmental Justice and Title VI Assessment for the 2014 RTP and 2015-2018 MTIP by Resolution No. 14-4533 on July 17, 2014; and

WHEREAS, the Metro Council adopted a substitution for the transit Transportation Control Measure as part of the state air quality strategy and the region's Air Quality Conformity Determination by Resolution No. 13-4490 on December 19, 2013, which was later approved by the U.S. Environmental Protection Agency (EPA); and

WHEREAS, the Metro Council adopted the joint Air Quality Conformity Determination for the 2014 RTP and 2015-2018 MTIP by Resolution No. 14-4534 on July 17, 2014 ; and

WHEREAS, the adopted joint Air Quality Conformity Determination reflects the substitute transit Transportation Control Measure as part of the state air quality strategy adopted by the Metro

Council by Resolution No. 13-4490 on December 19, 2013 and concurred by the U.S. Environmental Protection Agency (EPA); and

WHEREAS, the Metro Council, the Joint Policy Advisory Committee on Transportation (“JPACT”), the Metro Policy Advisory Committee (“MPAC”), the Metro Technical Advisory Committee (“MTAC”), the Transportation Policy Advisory Committee (“TPAC”), the Federal Highway Administration and the Federal Transit Administration, and other elected officials and advocates assisted in the development of the 2014 RTP and provided comment on the RTP throughout the planning process; and

WHEREAS, JPACT and MPAC have recommended approval of the 2014 RTP by the Council; and

WHEREAS, the Metro Council held a public hearing on the 2014 RTP and its components identified in Exhibit A, Exhibit B, Exhibit C, and Exhibit D, on July 17, 2014; now, therefore,

THE METRO COUNCIL ORDAINS AS FOLLOWS:

1. The 2035 Regional Transportation Plan is hereby amended to become the 2014 Regional Transportation Plan (RTP), as indicated in Exhibit A and Appendices and the addendum to Exhibit A, attached and incorporated into this ordinance.
2. Chapter 2 (Transportation) of Metro’s Regional Framework Plan is hereby amended, as indicated in Exhibit B, attached and incorporated into this ordinance, to reflect the updated transportation policies in the 2014 RTP in Exhibit A.
3. The “Summary of Comments Received and Recommended Actions,” attached as Exhibit C, is incorporated by reference and any amendments based on these comments are included in Exhibit A.
4. The Findings of Fact and Conclusions of Law in Exhibit D, attached and incorporated into this ordinance, explain how these amendments comply with the Regional Framework Plan, statewide planning laws and the Oregon Transportation Plan and its applicable components.
5. Staff is directed to submit this ordinance and exhibits to the Land Conservation and Development Commission (LCDC).
6. The 2014 RTP is hereby adopted as the federally-recognized metropolitan transportation plan and shall be transmitted to the U.S. Department of Transportation.

ADOPTED by the Metro Council this 17th day of July, 2014.

Tom Hughes, Council President

Attest:

Approved as to form:

Troy Rayburn, Recording Secretary

Alison Kean, Metro Attorney

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Regional Transportation Plan

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Final draft | June 2014

www.oregonmetro.gov/rtp

2014

Metro respects civil rights

Metro fully complies with Title VI of the Civil Rights Act of 1964 and related statutes that ban discrimination. If any person believes they have been discriminated against regarding the receipt of benefits or services because of race, color, national origin, sex, age or disability, they have the right to file a complaint with Metro. For information on Metro's civil rights program, or to obtain a discrimination complaint form, visit www.oregonmetro.gov/civilrights or call 503-797-1536.

Metro provides services or accommodations upon request to persons with disabilities and people who need an interpreter at public meetings. If you need a sign language interpreter, communication aid or language assistance, call 503-797-1700 or TDD/TTY 503-797-1804 (8 a.m. to 5 p.m. weekdays) 5 business days before the meeting. All Metro meetings are wheelchair accessible. For up-to-date public transportation information, visit TriMet's website at www.trimet.org.

Metro is the federally mandated metropolitan planning organization designated by the governor to develop an overall transportation plan and to allocate federal funds for the region.

The Joint Policy Advisory Committee on Transportation (JPACT) is a 17-member committee that provides a forum for elected officials and representatives of agencies involved in transportation to evaluate transportation needs in the region and to make recommendations to the Metro Council.

The established decision-making process assures a well-balanced regional transportation system and involves local elected officials directly in decisions that help the Metro Council develop regional transportation policies, including allocating transportation funds.

Project web site: www.oregonmetro.gov/rtp

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

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Technical appendix for the

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Regional Transportation Plan

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June 2014

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2014

EXHIBIT B TO ORDINANCE NO. 14-1340

CHAPTER 2

REGIONAL FRAMEWORK PLAN

The policies of Chapter 2, Transportation, are amended as follows:

Goal 1: Foster Vibrant Communities and Efficient Urban Form

Land use and transportation decisions are linked to optimize public investments and support active transportation options and jobs, schools, shopping, services, recreational opportunities and housing proximity.

- **Objective 1.1 Compact Urban Form and Design** - Use transportation investments to reinforce growth in and multi-modal access to 2040 Target Areas and ensure that development in 2040 Target Areas is consistent with and supports the transportation investments.
- **Objective 1.2 Parking Management** – Minimize the amount and promote the efficient use of land dedicated to vehicle parking.
- **Objective 1.3 Affordable Housing** – Support the preservation and production of affordable housing in the region.

Goal 2: Sustain Economic Competitiveness and Prosperity

Multi-modal transportation infrastructure and services support the region's well-being and a diverse, innovative, sustainable and growing regional and state economy.

- **Objective 2.1 Reliable and Efficient Travel and Market Area Access** - Provide for reliable and efficient multi-modal regional, interstate and intrastate travel and market area access through a seamless and well-connected system of throughways, arterial streets, freight services, transit services and bicycle and pedestrian facilities.
- **Objective 2.2 Regional Passenger Connectivity** – Ensure reliable and efficient connections between passenger intermodal facilities and destinations in and beyond the region to improve non-auto access to and from the region and promote the region's function as a gateway for tourism.
- **Objective 2.3 Metropolitan Mobility** - Maintain sufficient total person-trip and freight capacity among the various modes operating in the Regional Mobility Corridors to allow reasonable and reliable travel times through those corridors.
- **Objective 2.4 Freight Reliability** – Maintain reasonable and reliable travel times and access through the region as well as between freight intermodal facilities and destinations within and beyond the region to promote the region's function as a gateway for commerce.
- **Objective 2.5 – Job Retention and Creation** – Attract new businesses and family-wage jobs and retain those that are already located in the region.

Goal 3: Expand Transportation Choices

Multi-modal transportation infrastructure and services provide all residents of the region with affordable and equitable options for accessing housing, jobs, services, shopping, educational,

EXHIBIT B TO ORDINANCE NO. 14-1340

cultural and recreational opportunities, and facilitate competitive choices for goods movement for all businesses in the region.

- **Objective 3.1 Travel Choices** - Achieve modal targets for increased walking, bicycling, use of transit and shared ride and reduced reliance on the automobile and drive alone trips.
- **Objective 3.2 Vehicle Miles of Travel** - Reduce vehicle miles traveled per capita.
- **Objective 3.3 Equitable Access and Barrier Free Transportation** - Provide affordable and equitable access to travel choices and serve the needs of all people and businesses, including people with low income, children, elders and people with disabilities, to connect with jobs, education, services, recreation, social and cultural activities.
- **Objective 3.4 Shipping Choices** – Support multi-modal freight transportation system that includes air cargo, pipeline, trucking, rail, and marine services to facilitate competitive choices for goods movement for businesses in the region.

Goal 4: Emphasize Effective and Efficient Management of the Transportation System

Existing and future multi-modal transportation infrastructure and services are well-managed to optimize capacity, improve travel conditions and address air quality goals.

- **Objective 4.1 Traffic Management** – Apply technology solutions to actively manage the transportation system.
- **Objective 4.2 Traveler Information** – Provide comprehensive real-time traveler information to people and businesses in the region.
- **Objective 4.3 Incident Management** – Improve traffic incident detection and clearance times on the region's transit, arterial and throughways networks.
- **Objective 4.4 Demand Management** – Implement services, incentives and supportive infrastructure to increase telecommuting, walking, biking, taking transit, and carpooling, and shift travel to off-peak periods.
- **Objective 4.5 Value Pricing** – Consider a wide range of value pricing strategies and techniques as a management tool, including but not limited to parking management to encourage walking, biking and transit ridership and selectively promote short-term and long-term strategies as appropriate.

Goal 5: Enhance Safety and Security

Multi-modal transportation infrastructure and services are safe and secure for the public and goods movement.

- **Objective 5.1 Operational and Public Safety** - Reduce fatalities, and severe injuries and crashes per capita for all modes of travel.
- **Objective 5.2 Crime** - Reduce vulnerability of the public, goods movement and critical transportation infrastructure to crime.
- **Objective 5.3 Terrorism, Natural Disasters and Hazardous Material Incidents** - Reduce vulnerability of the public, goods movement and critical transportation infrastructure to acts of terrorism, natural disasters, hazardous material spills or other hazardous incidents.

Goal 6: Promote Environmental Stewardship

Promote responsible stewardship of the region's natural, community, and cultural resources.

EXHIBIT B TO ORDINANCE NO. 14-1340

- **Objective 6.1 Natural Environment** – Avoid or minimize undesirable impacts on fish and wildlife habitat conservation areas, wildlife corridors, significant flora and open spaces.
- **Objective 6.2 Clean Air** – Reduce transportation-related vehicle emissions to improve air quality so that as growth occurs, the view of the Cascades and the Coast Range from within the region are maintained.
- **Objective 6.3 Water Quality and Quantity** – Protect the region’s water quality and natural stream flows.
- **Objective 6.4 Energy and Land Consumption** - Reduce transportation-related energy and land consumption and the region’s dependence on unstable energy sources.
- **Objective 6.5 Climate Change** – Reduce transportation-related greenhouse gas emissions.

Goal 7: Enhance Human Health

Multi-modal transportation infrastructure and services provide safe, comfortable and convenient options that support active living and physical activity, and minimize transportation-related pollution that negatively impacts human health.

- **Objective 7.1 Active Living** – Provide safe, comfortable and convenient transportation options that support active living and physical activity to meet daily needs and access services.
- **Objective 7.2 Pollution Impacts** – Minimize noise, impervious surface and other transportation-related pollution impacts on residents in the region to reduce negative health effects.

Goal 8: Ensure Equity

The benefits and adverse impacts of regional transportation planning, programs and investment decisions are equitably distributed among population demographics and geography, considering different parts of the region and census block groups with different incomes, races and ethnicities.

- **Objective 8.1 Environmental Justice** – Ensure benefits and impacts of investments are equitably distributed by population demographics and geography.
- **Objective 8.2 Coordinated Human Services Transportation Needs** - Ensure investments in the transportation system provide a full range of affordable options for people with low income, elders and people with disabilities consistent with the Tri-County Coordinated Human Services Transportation Plan (CHSTP).
- **Objective 8.3 Housing Diversity** - Use transportation investments to achieve greater diversity of housing opportunities by linking investments to measures taken by the local governments to increase housing diversity.
- **Objective 8.4 Transportation and Housing Costs**– Reduce the share of households in the region spending more than 50 percent of household income on housing and transportation combined.

Goal 9: Ensure Fiscal Stewardship

Regional transportation planning and investment decisions ensure the best return on public investments in infrastructure and programs and are guided by data and analyses.

EXHIBIT B TO ORDINANCE NO. 14-1340

- **Objective 9.1 Asset Management**– Adequately update, repair and maintain transportation facilities and services to preserve their function, maintain their useful life and eliminate maintenance backlogs.
- **Objective 9.2 Maximize Return on Public Investment** - Make transportation investment decisions that use public resources effectively and efficiently, using performance-based planning approach supported by data and analyses that include all transportation modes.
- **Objective 9.3 Stable and Innovative Funding** – Stabilize existing transportation revenue while securing new and innovative long-term sources of funding adequate to build, operate and maintain the regional transportation system for all modes of travel at the federal, state, regional and local level.

Goal 10: Deliver Accountability

The region's government, business, institutional and community leaders work together in an open and transparent manner so the public has meaningful opportunities for input on transportation decisions and experiences an integrated, comprehensive system of transportation facilities and services that bridge governance, institutional and fiscal barriers.

- **Objective 10.1 Meaningful Input Opportunities** - Provide meaningful input opportunities for interested and affected stakeholders, including people who have traditionally been underrepresented, resource agencies, business, institutional and community stakeholders, and local, regional and state jurisdictions that own and operate the region's transportation system in plan development and review.
- **Objective 10.2 Coordination and Cooperation** - Ensure representation in regional transportation decision-making is equitable from among all affected jurisdictions and stakeholders and improve coordination and cooperation among the public and private owners and operators of the region's transportation system so the system can function in a coordinated manner and better provide for state and regional transportation needs.

Exhibit C to Ordinance No. 14-1340.
2014 Regional Transportation Plan (RTP) Summary of Comments Received and Recommended Actions
 (comments received March 21 - May 5, 2014)

Highlighted comments are recommended changes to March 21,2104 Public Review Draft RTP

#	Comment	Source(s)	Date	TPAC 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.	
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;

Exhibit C to Ordinance No. 14-1340.
2014 Regional Transportation Plan (RTP) Summary of Comments Received and Recommended Actions
 (comments received March 21 - May 5, 2014)

Highlighted comments are recommended changes to March 21, 2014 Public Review Draft RTP

#	Comment	Source(s)	Date	TPAC Recommendation	Relevant RTP project
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 Tahrán	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.	
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.	Geri 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.	

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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.	
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 Kleeve	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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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.	
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.	

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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	To much money is being spent on bike lanes and not enough to support the road repairs and maintenance	John Atherton	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.	
39	All transit investments in planning of future Light Rail expansion should ended, until TriMet is in an accrual sound financial footing. Unfunded TriMet obligations must reflect 25% reductions over the next 5-year and again another 25% reduction over the subsequent next 5-years. These planned reductions in TriMet obligations must be verified and come from an Independently Auditing Entity - Source. Active Transportation investments should be reduced in half. Freight movement investments should double, plus some. Strategic incremental improvements in the elimination of "Choke Points" on our roads, that can Improve our Economy and Create JOB's, must the highest prioritization - in weighted value. Fund road maintenance, to where we are holding our own, at that point where the lack of funding - maintenance, is reverses to a point where the cost of deferred maintenance, does not cause us to lose ground annually, in financial terms. We are cutting our own throats in this degree of prioritization given to Active Transportation and Transit within a regional perspective. The City of Portland and most local governmental entity must step to the plate, (not federal or state dollars) to back fill funding, the Active Transportation Model/Plan. We have to create "sustainability of funding and taxation" and that takes a more rapidly expanded economic footprint and our current and planned road infrastructure does not support, economic expansion. That has to change.	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.	
40		Larry Conrad	3/26/2014	No comments submitted by Larry Conrad. There was a formatting error for the three comments above (Larry Metcalf, John Atherton, Paul Edgar) which inadvertently caused part of Paul Edgar's comment to be attributed to Larry Conrad in the 6/10/14 version of this comment log.	

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41	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.	Seth Alford	3/26/2014	No change recommended. This comment has been forwarded to Portland, Tigard, Beaverton, Washington County, ODOT, and TriMet.	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;
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 thoroughways 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.	

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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.	
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.	

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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
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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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
78	Not enough allocated for local auto Max electric rails to connect to major arteries. People need to be able to walk no more than a block to get to a mini-max and then be able to reach a weather safe waiting/connect to next artery mini-max. Local communities like Sherwood have not used the online feed-back and review format; thus the participation rate is too low and too	Kurt Kristensen	3/29/2014	No specific change proposed. 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.	

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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.	
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.	

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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.	
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.	

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#	Comment	Source(s)	Date	TPAC Recommendation	Relevant RTP project
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.	
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 you.	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 STUDDED 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.	Gretchen 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
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.	

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122	Better bus service, especially on the west side. MAX would be an improvement.	John Baldridge	4/9/2014	No change recommended. This comment has been forwarded to TriMet.	11042: Bus priority treatment; 11230: Frequent Service Bus Capital Improvements - Phase 1; 11333: Local and Regional Bus Improvements
123	I love the transit system. I use it every day for work. My transit pass is subsidized though. At \$5 for a round trip, if it was not I would be driving my Chevrolet volt back and forth to my office. Having been on 82nd street on the weekend, there has not been enough money effort put towards road improvements for Portland.	Darik Dvorshak	4/9/2014	No change recommended. This comment has been forwarded to Portland, Clackamas County, and ODOT.	10014: 82nd Ave. Multi-Modal Improvements; 10018: 82nd Ave. Blvd. Design Improvements; 10291: 82nd Ave., SE (Schiller - City Limits), SE: Street Improvements;
124	I think that active transportation and transit are especially important to creating a safe, vibrant, healthy population, and I think that funding and project numbers should reflect that. I hope that as much is done as possible to bring active transportation and transit out to the suburbs! It can be really hard and scary to get around out here when you don't have a car.	Karen Smith	4/9/2014	No specific change proposed. 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
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.	

Exhibit C to Ordinance No. 14-1340.
2014 Regional Transportation Plan (RTP) Summary of Comments Received and Recommended Actions
 (comments received March 21 - May 5, 2014)

Highlighted comments are recommended changes to March 21,2104 Public Review Draft RTP

#	Comment	Source(s)	Date	TPAC Recommendation	Relevant RTP project
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.	
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.	

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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.	
143	I was looking at your 2014 RTP with updates. Has anyone considered converting the old trolley line from Lake Oswego to Johns Landing to a rails-to-trails corridor? This would open up a wonderful trail for walkers and bike riders. I know that this was considered for a streetcar extension, but most mass transportation supporters were stunned by the projected cost (500 mil). No streetcar can beat the current speed and convenience of the existing bus service.. Highway 43 (from Lake Oswego to Johns Landing) is not a "high capacity" transportation corridor. It has limited, time-specific commuter traffic. I drive to the east-side to hike and enjoy the Springwater Corridor. I have also walked the Milwaukie Trolley Trail. Both of these trails always have walkers and bike riders. It gives the area an incredible vibrancy, and it actually builds a bond between the users of an appreciation for the outdoors. It would be incredible to have our own west-side corridor. To be able to walk or ride a bike safely into Portland would be wonderful. So pluses for the rails-to-trails are safety for bike riders and walkers, fighting obesity, decreasing pollution, and low cost to develop.	Cathy Smith	4/2/2014	No change recommended. This comment has been forwarded to Portland, Lake Oswego, West Linn, and ODOT	Johns Landing to Lake Oswego Trail corridor - no projects; 1639 (related): Johns Landing Streetcar; HIGHWAY 43 - 10127: Hwy. 43 Improvements; 11172: Hwy 43 (State St) Bike Lanes; 11181: OR 43 Sellwood Bridge Interchange; 11398: Hwy 43 Pathway: LO to West Linn;
144	the max line should connect through southeast into downtown. Instead of a rail terminus, create a rail loop that connects all of Portland. the max line should connect through southeast into downtown. Instead of a rail terminus, create a rail loop that connects all of Portland.	Jacob Baez	4/11/2014	No change recommended. This comment has been forwarded to Portland, ODOT, and TriMet.	10902: MAX light rail: South Corridor Phase 2: Portland to Milwaukie; 11198: Portland-Milwaukie Light Rail Active Transportation Enhancements Project;
145	In Figure 2.10 (Regional transit network map), show the following routes as "future HCT": I-205, TV Hwy, Amberglen, Powell/Division since these corridors have not yet gone through a planning process resulting in a locally preferred alternative (LPA). Currently I-205, TV Hwy and Powell/Division are shown as "on-street BRT".	Metro Staff	4/9/2014	Change as requested	
146	Revise project #11332 title as follows: " <u>High Capacity Transit Capital Construction: I-205 BRT</u> " to be consistent with project description which does not identify a specific mode. This corridor has not yet gone through a planning process resulting in a locally preferred alternative (LPA). Change typo in project cost as follows: \$150,000,000	Trimet Staff	4/9/2014	Change as requested	11332 (High Capacity Transit Capital Construction: I-205)
147	Add text box reminding the reader the definition of the Federal RTP" and "State RTP" right before Tables 3.6, 3.7, 3.8 which describe project list composition (provide similar info to what's provided in beginning of chapter on p.3-13, 3-14, 3-19.	Metro Councilor Harrington	3/25/2014	Change as requested	
148	Please designate the SE Reedway Street right-of-way between SE 23rd Avenue and SE 28th Avenue in Portland as a Regional Pedestrian Corridor and a Regional Bikeway. Currently these designations are shown between 26th and 28th avenues only.	Steve Svigethy	4/15/2014	Change as requested. This connection is consistent with City of Portland plans and was intended to be included on the regional maps but was inadvertently left out.	
149	Please make the following minor change to the description of project #10156 (Boeckman Rd. at Boeckman Creek). "Widen Boeckman Road to 3 lanes with bike lanes, sidewalks and connections to regional trail system, remove culvert and install bridge." The City has determined that the culvert is required to control flows from an upstream regional detention pond. There will be flooding and stream channel impacts downstream if the culvert is removed.	City of Wilsonville Staff	4/15/2014	Change as requested.	10156 (Boeckman Rd at Boekman Creek)

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#	Comment	Source(s)	Date	TPAC Recommendation	Relevant RTP project
150	<p>The NECN supports moving the following projects on to the financially constrained list: 11634 (NE 9th Ave. Greenway), 10200(NE Killingsworth Ped district), 10311 (N-NE Skidmore Bikeway), 10320 (NE Haley Bikeway), 10338 (NE Alderwood bikeway), 10339 (N-NE Columbia Blvd Bikeway), 11317 (Broadway/Weidler Streetcar Corridor Alternatives Analysis, 11318 (MLK Streetcar Corridor Alternatives Analysis), 11323 (Sullivan's Gulch trail - and expand scope to go all the way to I-205 instead of stopping at NE 21st), 11636 (Permanent improvements to the NE Multnomah Ave Bikeway), 11645 (I-84 bicycle-pedestrian ridge at NE 9th Ave), 11646 (NE Broadway protected bikeway and enhanced crossings - and broaden scope to include NE Weidler), 10257 (NE-SE Grand/MLK Streetscape Improvements).</p> <p>The NECN Supports the following projects that are already on the financially constrained list: 10194 (N.Killingsworth St improvements, 10206 (Marine Drive bike lanes 6th to 28th & off-street trail gaps between I-5 and 185th), 10230 (NE/SE 20s bikeway), 10181 (50s Bikeway) 11372 (N. Williams bikeway), 11196 (E. Portland Advisory Bike lane network)</p> <p>The NECN opposes the following projects: 10335 (42nd Ave bridge replacement, 10376 (Columbia Blvd widening), 10893 (Columbia River Crossing) 10582 (Hwy 217 widening)</p>	Northeast Coalition of Neighborhoods (NECN)	4/16/2014	This comment has been forwarded to the City of Portland, cities of Tigard, Beaverton , Washington County and ODOT	<p>11634 (NE 9th Ave. Greenway), 10200(NE Killingsworth Ped district), 10311 (N-NE Skidmore Bikeway), 10320 (NE Haley Bikeway), 10338 (NE Alderwood bikeway), 10339 (N-NE Columbia Blvd Bikeway), 11317 (Broadway/Weidler Streetcar Corridor Alternatives Analysis, 11318 (MLK Streetcar Corridor Alternatives Analysis), 11323 (Sullivan's Gulch trail), 11636 (Permanent improvements to the NE Multnomah Ave Bikeway), 11645 (I-84 bicycle-pedestrian ridge at NE 9th Ave), 11646 (NE Broadway protected bikeway and enhanced crossings), 10257 (NE-SE Grand/MLK Streetscape Improvements).</p> <p>10194 (N.Killingsworth St improvements, 10206 (Marine Drive bike lanes 6th to 28th & off-street trail gaps between I-5 and 185th), 10230 (NE/SE 20s bikeway), 10181 (50s Bikeway) 11372 (N. Williams bikeway), 11196 (E. Portland Advisory Bike lane network)</p> <p>10335 (42nd Ave bridge replacement, 10376 (Columbia Blvd widening), 10893 (Columbia River Crossing) 10582 (Hwy 217 widening)</p>
151	<p>Shift two projects from the financially constrained list to the state list: 11081 (Boones Ferry Road Bike Lanes) and 11171 (Tryon Creek Ped Bridge (@ Tryon Cove Park).</p> <p>Shift one project onto the financially list and add the following to the description, "multi-use pathway along creek.": 11286 (Tryon Creek Bridge (@ Hwy 43/Terwilliger).</p>	City of Lake Oswego staff	4/18/2014	Change as requested.	11081 (Boones Ferry Road Bike Lanes), 11171 (Tryon Creek Ped Bridge (@ Tryon Cove Park) 11286 (Tryon Creek Bridge (@ Hwy 43/Terwilliger).
152	<p>Add new projects to State RTP to provide intersection improvements to Cornell//185th and Walker//185th for potential grade separation at these intersections.</p> <p>Remove two projects from RTP - 10835 (185th widening to 7 lanes from Cornell to Walker) and 10554 (Bethany Blvd widening to 5 lanes with bike lanes and sidewalks from Kaiser to West Union).</p> <p>Split Hall Blvd project into the following segments/phases:</p> <p>Change extent and cost of 10595 (Hall Blvd widening to 5 lanes) as follows: Scholls Ferry Rd to Durham Rd Oleson Rd. \$85,401,000 <u>\$2,401,000</u>.</p> <p>Add new project to Financially Constrained RTP on Hall Blvd (Oleson to Pfaffle) widen to 2/3 lanes with bike lanes and sidewalks.</p> <p>Add new project to State RTP on Hall Blvd (99W to Durham) to widen to 5 lanes with bike lanes and sidewalks.</p>	Washington County Staff	4/22/2014	Change as requested.	20835 (185th widening to 7 lanes from Cornell to Walker), 10554 (Bethany Blvd widening to 5 lanes with bike lanes and sidewalks)
153	<p>ODOT opposes removing any elements of the Columbia River Crossing from the financially constrained RTP project list, and/or redefining elements of the project through this technical update . ODOT supports the current language as included in Metro's Public Review Draft of the RTP and looks forward to working with Metro between now and the next full RTP update</p>	ODOT Director	4/18/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	10893: Improve I-5/Columbia River bridge, 10902 MAX light rail: Yellow Line: CRC / I-5 North extension

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2014 Regional Transportation Plan (RTP) Summary of Comments Received and Recommended Actions
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154	Oregon Walks is dedicated to promoting walking and making the conditions for walking safe, convenient and attractive for everyone. The Metro 2014 Regional Transportation Plan supports those same goals on an equal footing with other modes in a balanced, multi-modal, long term regional transportation plan. The Regional Active Transportation Plan provides a clear vision and policy direction for the future regional pedestrian system, recognizing the importance of convenient, safe, and direct access to destinations, including safe crossings of busy roads, and separation from fast moving vehicles. Oregon Walks recommends adoption of the Regional Active Transportation Plan and associated RTP amendments, and hopes that the counties and cities of the region will implement the plan both in spirit and in action.	Oregon Walks	4/24/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
155	The following performance measure in the RTP and ATP assumes that all miles are equally valuable, but we know some will be more useful than others. Is there a way to prioritize them, or reference an existing priority system? "By 2035, increase by XX percent the miles of completed trails, bikeways, sidewalks, and transit stops on the regional pedestrian and bicycle networks compared to 2010." Is the "Access to Daily Needs" performance measure in the RTP and ATP .about daily needs, or about equity? Ped options aren't mentioned, and the sentence needs some work to make the meaning clear. "By 2035, increase by 50 percent the number of essential destinations including jobs and education accessible in less than 30 minutes by transit, and the number of essential destinations accessible within 30 minutes by bicycling and public transit for low income, minority, senior and disabled populations, compared to 2005." It isn't clear if access for the disadvantaged is to be measured by bicycling and public transit use combined, or if it is for bicycling (alone) and public transit (alone), or both alone and together? I'm not sure the best way to fix this because I'm not sure what the intent is, or why ped options aren't included.	Carol Chesarek	4/22/2014	No change recommended. These comments will be considered during updates to the performance measures as part of the 2018 RTP update.	
156	Transit and Active Transportation should be top two priorities, then roads and bridges.	Kara Boden	4/27/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
157	Project 10865 (I-205/Airport Way interchange) is described outside the UGB. This is not true. Remove this language.	ODOT staff	4/28/2014	Change as requested. Error was due to the GIS shape file submitted for the project incorrectly showed it crossing the River/UGB.	10865: I-205/Airport Way interchange
158	The North Tabor Neighborhood Association support including the NE 60th & Glisan LRT Station Area project on the financially constrained list.	North Tabor Neighborhood Association (NTNA)	4/28/2014	No change recommended. This comment has been forwarded to the City of Portland.	
159	Project #10857 [in the RTP project list] is not in Portland's TSP. It calls for a double turn lane from Southeast Jenny Road to onto Southeast Foster, which is envisioned as a one lane, both directions in that area. That project in the RTP, and I don't want to change foster in that area without extensive study just to accommodate two lanes off of Jenny Road.	Linda Bauer	4/30/2014	Comment forwarded to City of Portland. The project came out of the Pleasant Valley Concept planning process. Change project description as follows: "Add second EB left turn lane. Requires widening of Jenne North, <u>but would not require widening Foster beyond the intersection. The city plans to evaluate the project during its current TSP update. The project would go through design, with opportunity for public input, before anything is constructed.</u>	

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160a	<p>I have no transportation expertise, but am a regional resident, with activities and interests that bring me to regularly travel the I-5 corridor between Vancouver and Portland. I am lamentably a great deal 'behind the curve' regarding the history of interaction, or lack thereof, between Metro and the City of Vancouver. It appears to me, frankly, that there are far too many voices involved, which prevents each other from being heard. That said, I offer the following comment on Metro's Plan:</p> <p>1. Delete reference to the 'CRC'. This project is dead, and should not be an integral part of future planning, at least for the moment. If reference as something for future consideration, it should be conditional at best.</p> <p>2. Address I-5 congestion piecemeal:</p> <p>a. Eliminate the HOV lane on the Northbound portion of I-5. Typically, between the operating hours of 3-6 p.m., two lanes of I-5 northbound travel at speeds well below 30 MPH. As a result, the carbon emissions from those vehicles result in localized air pollution that affects everyone. Of course, the motivation is one of simple behavior modification: car pool or use buses or, best of all, endorse light rail. It is hardly remarkable to observe simply that such 'carrots' have not persuaded the majority of folks on the road at that time: they simply grumble about the 'whip', but tolerate it. Interstate truckers have no choice. Given the expense shouldered to improve Oregon access onto I-205 for the benefit of Washington commuters, it seems that ODOT is not hostile to Vancouver's interests. The HOV lane should be eliminated. See Exhibits A & B.</p> <p>b. Construct a bridge from Hayden Island to connect with Marine Drive, and eliminate the Northbound entry onto I-5 on Hayden Island. This will also reduce air pollution; promote the interests of Island residents; and ameliorate freeway congestion. See Exhibit C.</p>	Steven Tubbs	5/2/2014	<p>Comment forwarded to ODOT and City of Portland. See response to Comment #153 from ODOT's director.</p> <p>ODOT opposes removing any elements of the Columbia River Crossing from the financially constrained RTP project list, and/or redefining elements of the project through this technical update. ODOT supports the current language as included in Metro's Public Review Draft of the RTP and looks forward to working with Metro between now and the next full RTP update.</p>	
160b	<p>c. Encourage limited improvements to the existing I-5 bridge structure, to allow for emergency vehicles to reach critical spots on the bridge via an adequate shoulder, and enlarge the pedestrian/bike way.</p> <p>d. Meet directly with representatives from the City of Vancouver, and encourage the latter to adopt a resolution to extend light rail into Vancouver, regardless of any project to address vehicular traffic over and across the Columbia River on I-5. Further encourage the City to seek designation as the sole MPO for the Portland-Vancouver region, eliminating the Southwest Washington RTC as that designate. The inclusion of Skamania County and Klickitat County, for example, as voting members on MPO issues is simply wrong, on many levels. Moreover, Clark County representatives have expressly decied any relationship with Portland that might be construed as one of a 'suburb' of the latter, although that relationship clearly exists. Accordingly, Clark County representatives work actively to defeat a working relationship between Vancouver and Portland. It is critical to note that it is the "Portland-Vancouver" metropolitan area, not the "Portland-Clark County" metropolitan area.</p>	Steven Tubbs continued		<p>Comment forwarded to ODOT and City of Portland. See response to Comment #153 from ODOT's director.</p> <p>ODOT opposes removing any elements of the Columbia River Crossing from the financially constrained RTP project list, and/or redefining elements of the project through this technical update. ODOT supports the current language as included in Metro's Public Review Draft of the RTP and looks forward to working with Metro between now and the next full RTP update.</p>	
161	I love that active transportation doesn't take up much \$, but it nearly a third of the projects... we need more of this!	Barb Damon	5/1/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
162	More active transportation, less/none for throughways. PBOT did not do any normal public outreach (to its residents, rather than to officials) in either selecting RTP projects, nor in de-selecting existing TSP projects (it threw out half, including in East Portland.) For 2014-17, only \$44 million in projects are expected to be in East Portland, the poorest quarter of the city, which is about 9% of the \$500 million city-wide (we have 25% of the population, and nearly all the vulnerable folks.) It also rejected most bike master plan & EPAP transportation projects.	David Hampsten	5/1/2014	Comment forwarded to City of Portland.	

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163	The active transportation system should put paths and bike facilities in areas that do not hurt industry. This is exactly what it does. Keep these facilities out of Regionally Significant Industrial Areas. Failing to do so chases industry away - our family wage job industry which matters --and creates unsafe conditions for ped and bike users. Get the Tonquin Trail, its parking lots, public restrooms, picnic areas etc and other major regional facilities out of the RSAs. It is poorly thought out. The idea of active transportation is great. The idea of steamrolling active transportation with no thought of how it impacts industry is shameful. The RTP and specifically its active transportation element has ignored the significant concerns of industry to put facilities in industrial area with hopeless conflicts when there are plenty of good alternatives. Metro could not be more hostile to industry. Hopefully the federal government won't fund such a hostile governmental program which by design or neglect achieves outwardly job destroying ends.	Wendie Kellington	5/1/2014	This comment relates to ongoing litigation with a particular group of property owners in an industrial area near the City of Tualatin regarding the alignment of the Ice Age Tonquin Trail. These matters are being addressed by the Office of Metro Attorney on appeal and the policy issues are being considered by the Metro Council in proposed amendments to Title 4 that would specifically allow regional trail facilities to cross through areas identified as regionally significant industrial areas on Metro's Title 4 map.	10092: Tonquin Trail; 10701: Regional Trail System / West fork of Tonquin Trail; 11427: Ice Age Tonquin Trail; 11597: Ice Age Tonquin Trail
164	I would increase the funding share for active transportation. I support keeping projects #11075 (Kelley Creek Trail) and #11647 (Sullivan Gulch Under-Crossing) in the Active Transportation Plan, giving both higher priority. #11075 will be important to realizing the envisioned and planned Pleasant Valley Open Space system now that development is beginning in this important new urban community. #11647 (Sullivan Gulch Under-Crossing) would connect from the I-205 Trail and the south end of Gateway Green to the east end of the proposed Sullivan's Gulch Trail and the NE Tillamook Neighborhood Greenway. This will provide a critical East-West bike-ped connection linking West and East Portland long divided by the construction of I-205 Freeway. This project will support the implementation of the Gateway Regional Center a 2040 Plan Priority.	Jim Labbe	5/1/2014	Comment forwarded to Gresham and Portland. #11647 has been shifted to the financially constrained list by the City of Portland. See Comment #181d.	11075: East Buttes Loop Trail (S) (Informally known as "Kelly Creek Trail"; 11647: I-205 Undercrossing
165	Transit Map: "On-Street BRT" is shown on Powell Boulevard to 82nd Avenue, then on Division to Kelly Avenue, then circling Kelly Avenue to 10th Drive to Roberts Avenue and back to Division Street. We understand this transit mode and alignment was used in the model as a proxy for the outcomes of the Powell-Division Transit and Development Project final recommendation but this project is not yet complete and the final recommendation has not yet been rendered. Future high capacity transit should be show in this Powell-Division corridor but the exact mode and alignment should remain undefined	City of Gresham staff	5/1/2014	Change as requested. See response to Comment # 145.	
166	High Capacity Transit Map: Through the East Metro Connections Plan (shown in the map to the right) and Gresham's TSP update, the HCT map was amended to show the Regional Vision Corridor 13D completely on Hogan Road/242nd Avenue from Division Street to Highway 212. The HCT map shows the northern portion of this corridor on Roberts Avenue in Gresham. The amendment should remove HCT from Roberts Avenue and relocate it to Hogan Road	City of Gresham staff	5/1/2014	Change as requested.	
167	Trails Map: Add the name "Sandy to Springwater Multimodal Path" to the path on 282nd/Troutdale Rd.	City of Gresham staff	5/1/2014	Change as requested.	
168	Existing and Planned Pedestrian Network Map: the Rugg Road path needs to connect to Hogan Road on both the existing and planned network maps	City of Gresham staff	5/1/2014	Change as requested.	
169	Existing and Planned Pedestrian Network Map: Add the name "Sandy to Springwater Multimodal Path" to the path on 282nd/Troutdale Rd.	City of Gresham staff	5/1/2014	Change as requested.	
170	Existing and Planned Bicycle Network Maps: The Rugg Road path needs to connect to Hogan Road on both the existing and planned network maps; add the name "Sandy to Springwater Multimodal Path" to the path on 282nd/Troutdale Rd.; Glisan has bike lanes all along and should be shown as a built bikeway in the existing network map; Division from 181st to Gresham-Fairview Trail has buffered bike lanes and should be shown as a built bikeway on the existing network map; Construction on the MAX Path is anticipated to being summer/fall of 2014. Should this be shown as a built bikeway on the existing network map?	City of Gresham staff	5/1/2014	Change all as requested except for Max Path. The map is only showing facilities as complete if they are built prior to RTP adoption.	
171	Freight Map: The Springwater Arterial alignment should be updated to the adopted Springwater IAMP alignment. I provided a shapefile with the alignment via email to you 04/29/2014 and it is already relected in the Bicycle and Pedestrian network maps.	City of Gresham staff	5/1/2014	Change as requested.	

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#	Comment	Source(s)	Date	TPAC Recommendation	Relevant RTP project
172	TSMO Map: Four TSMO projects should be added to the map. The proposed projects are funded and will be implemented with the year: Existing adaptive signal timing on 181st Avenue, north of I-84 to Sandy Blvd; Proposed adaptive signal timing on Kane between Division and Palmquist; Proposed adaptive signal timing, extending Burnside to Palmquist; Proposed adaptive signal timing on Sandy between 181st Avenue and the Boeing signal at approximately 19000 block.	City of Gresham staff	5/1/2014	No change recommended. This map is an existing conditions map, not a map of future projects.	
173	Modeling Maps: What is assumed in the model for 174th Avenue between Jenne Road and Powell Boulevard? This section of road should have 4 or 5 lanes but appears have a 2 lane configuration based upon the various scenario results.	City of Gresham staff	5/1/2014	No change recommended. Portland submitted project 10349 which widens 174th to 3 lanes. Comment has been forwarded to City of Portland for their consideration during their current TSP update.	10349 174th & Jenne Rd. , SE (Foster - Powell): Multi-modal Improvements
174	Page 2-19: Section 2.3.2 refers to "performance indicators" while Chapter 4 calls them "performance measures." It would be helpful to have consistent terms throughout the document	City of Gresham staff	5/1/2014	Change "indicators" to "measures" within chapter 2.	
175	Page 3-14: The Street Utility Fees funding category lists cities that have adopted street utility fees. If this is intended to be a complete list, there are cities missing. Wood Village now has a fee, for example.	City of Gresham staff	5/1/2014	The list of cities is not intended to be exhaustive. Change as follows: "The cities such as of Tualatin, Lake Oswego, Wilsonville, Hillsboro, and Milwaukie <u>and Wood Village</u> have adopted street maintenance fees..."	
176	Page 3-32: Section 3.6 refers to 2035 operations and maintenance projections. Understandably, operations and maintenance projections have not been updated due to time and staff constraints. However, the text could clarify that the projections are from the 2035 TSP, particularly since this is a federal requirement.	City of Gresham staff	5/1/2014	Change as follows: the section and figure displaying future operations and maintenance funding will be projected out from 2035 to 2040 using as straight line projection.	
177	Page 4-45: Section 4.2.1, Performance Measure 5 – Mobility corridors were removed from the findings. Is there reasoning for this removal?	City of Gresham staff	5/1/2014	There was not enough time to produce this performance measure (mode share) at a mobility corridor level as part of the 2014 RTP update.	
178	Mobility corridors: In 2003 a Phase 1 Foster-Powell Corridor Transportation Plan was completed. By Resolution No. 03-3373, Metro approved the Plan recommendations, directed staff to prepare amendments to the Plan in accordance with the recommendations and directed Metro staff to initiate Phase II of the Powell/Foster Corridor Plan. Phase II has not been initiated, yet this project remains of critical importance to Gresham and the growth potential in Pleasant Valley. This important corridor should be included in the mobility corridor section.	City of Gresham staff	5/1/2014	No change recommended. The region, through JPACT and the Metro Council, periodically reviews and updates corridor implementation priorities. Based on the JPACT decision in 2009-10, a Phase II of Powell/Foster was not recommended as a near-term regional priority based on: 1) ongoing work by the City of Portland on the Powell and Foster plans; 2) the completion of the East Metro Connections Plan; and 3) other regional priorities being reprioritized. While Phase II of the Powell/Foster Corridor plan was never initiated, work has continued in this corridor. Similar to the Powell/Foster Phase I study, the East Metro Connections Plan was identified as near term priority and was the first mobility corridor refinement plan to come out of the 2035 RTP. This plan implemented a new approach to allocating limited transportation money. The plan also prioritized projects and has led to implementation of projects including the Powell-Division HCT plan.	
179	Page 5-25: Edit the "Edgefield/Halsey main street implementation" project title to "Halsey Main Street Implementation" as agreed to during a TPAC meeting to be consistent with the project description of improvements along Halsey that support the downtown visions for Fairview, Wood Village and Troutdale.	City of Gresham staff	5/1/2014	Change as requested.	

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#	Comment	Source(s)	Date	TPAC Recommendation	Relevant RTP project
180	CITY OF PORTLAND - ADD 2 PROJECTS TO RTP LIST: 1) Columbia Blvd. Bridge from Kelly Point Park to N. Colubmbia Blvd. Project Description: Construct bicycle and pedestrian bridge as part of NP Greenway segment 1. Estimated Cost: 2,612,000. Time Frame: 2018-2024. Financially Constrained. Metro Investment Category: Active Transportation. 2) Powell, SE (I-205 – 174th): Multi-modal Improvements, Phase 2, from I-205 to 174th. Project Description: Widen street to three to four lanes (inclusive of a center turn lane) with sidewalks and buffered bike lanes or other enhanced bike facility. Add enhanced pedestrian and bike crossings. Phase 2 includes all segments except Segment 2: 116th Ave to SE 136th Ave. Estimated Cost: \$63,939,572. Time Frame: 2025-2033. Financially Constrained. Metro Investment Category: Roads and Bridges.	City of Portland staff	4/30/2014	Change as requested.	See Comment
181a	CITY OF PORTLAND PROJECTS MOVED TO FINANCIALLY CONSTRAINED LIST: 10180 (Sandy Blvd., NE (47th - 101st): Multi-modal Improvements, Phase II); 10193 (Division St., SE Cesar Chavez -60th): Multi-modal Improvements, Phase I); 10200 (Killingsworth Pedestrian District, NE); "10205 (Gateway Regional Center, Local and Collector; Streets"); 10213 (Airport Way, NE (I-205 to NE 158th Ave.): ITS); 10236 (Water Ave., SE (Caruthers - Division Pl): Street Extension Phase II); 10237 (Southern Triangle Circulation Improvements, SE); 10240 (Belmont Ramp, SE (Eastside of Morrison Bridge): Ramp Reconstruction); 10241 (Clay/MLK Jr, SE: Intersection Improvements); 10243 (12th, NE (Bridge at Lloyd Blvd): Seismic Retrofit); 10244 (Kittridge, NW (Bridge at Yeon): Seismic Retrofit); 10247 (Corbett/Hood/Sheridan, SW: Pedestrian and Bike Improvements); 10248 (South Waterfront District, SW: Bicycle and Pedestrian Improvements); 10249 (South Waterfront Transit Improvements, SW); 10250 (Burnside, W (NW 15th to NW 23rd): Blvd. Improvements); 10251 (Bancroft St., SW (River Parkway - Macadam): Street Improvements); 10253 (Arthur, Gibbs & Lowell, SW (River Parkway - Moody): Street Improvements); 10256 (Broadway/Weidler, NE (15th - 28th): Multi-modal Improvements, Phases II & III); 10257 (Grand/MLK Jr, SE/NE: CEID/Lloyd District Streetscape Improvements); 10258 (DivisionSt/9th, SE (7th - Center): Bikeway); 10259 (Powell, SE (Ross Island Bridge - 92nd): Multi-modal Improvements); 10260 (Clay/2nd, SW: Pedestrian/Vehicle Signal); 10262 (14/16th Connections, NW); 10263 (Naito Parkway (Broadway Br - north of Terminal One): Street and Pedestrian Improvements); 10264 (Central City Traffic Management, N, NW, NE, SE, SW: Transportation System Management improvements); 10265 (18th/Jefferson St., SW: ITS); 10266 (14th/16th, NW/SW & 13th/14th, SE, (Glisan - Clay): ITS); 10267 (Going, N (Interstate - Basin): Bikeway); 10268 (Hollywood Pedestrian District, NE: Multi-modal Improvements); 10270 (Ellis St, SE (92nd - Foster): Bikeway); 10271 (92nd Ave., SE (Powell - City Limits): Bicycle & Pedestrian Improvements); 10274 (Beaverton-Hillsdale /Bertha/Capitol Hwy, SW: Intersection Improvements); 10275 (Vermont St., SW, (45th - Oleson): Bicycle and Pedestrian Improvements); 10276 (30th Ave., SW (Vermont to B-H Hwy): Bicycle & Pedestrian Improvements);	City of Portland staff	4/30/2014	Change as requested.	See Comment

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181b	CITY OF PORTLAND PROJECTS MOVED TO FINANCIALLY CONSTRAINED LIST (CONT'D): 10277 (Bertha, SW (B-H Hwy - Barbur): Multi-modal Improvements); 10278 (Hillsdale Pedestrian District, SW); 10279 (Beaverton-Hillsdale Hwy, SW (Capitol Hwy - 65th): Multi-modal Improvements); 10280 (Sunset Blvd., SW (Dosch - Capitol): Bicycle & Pedestrian Improvements); 10281 (Beaverton-Hillsdale Hwy, SW: ITS); 10282 (Barbur/Capitol/Huber/Taylor's Ferry, SW: Intersection Improvements); 10285 (Barbur Blvd, SW (Terwilliger - City Limits): Multi-modal Improvements); 10286 (Pedestrian Overpass near Markham School, SW); 10287 (West Portland Town Center, SW: Pedestrian Improvements); 10288 (Parkrose Connectivity Improvements, NE); 10289 (Division St., SE (60th - I-205): Multimodal Improvements, Phase II); 10290 (Division St., SE (I-205 - 174th): Multimodal Improvements, Phase II); 10291 (82nd Ave., SE (Schiller - City Limits), SE: Street Improvements); 10292 (Belmont St., SE (25th - 43rd): Street and Pedestrian Improvements); 10293 (Fremont St., NE (42nd-52nd): Pedestrian and Safety Improvements); 10294 (Killingsworth, N (Denver to Greeley): Pedestrian Improvements); 10295 (Milwaukie, SE (Yukon - Tacoma): Bicycle & Pedestrian Improvements); 10297 (Spokane & Umatilla, SE (7th - Tacoma Overcrossing): Bikeway); 10298 (Tacoma, SE (Sellwood Bridge - 45th/Johnson Creek): ITS); 10299 (Lombard, N (I-5 - Denver): Street Improvements); 10300 (Prescott Station Area Street Improvements, N); 10301 (Sandy Blvd., NE (82nd - Burnside): ITS); 10302 (MLK Jr, N (Columbia Blvd. - CEID): ITS); 10303 (Capitol Hwy, SW (West Portland Town Center - 49th): Pedestrian Improvements); 10305 (Holgate Blvd., SE (52nd - I-205): Bikeway, Phase I); 10306 (Holgate Blvd., SE (39th - 52nd): Street Improvements); 10307 (Holgate Blvd., SE (McLoughlin - 39th): Bikeway, Phase II); 10308 (Boones Ferry Rd., SW (Terwilliger - City Limits): Bikeway); 10309 (Macadam, SW (Bancroft - County line): Multi-modal Improvements); 10310 (Prescott, NE (47th - I-205): Pedestrian and Bicycle Improvements); 10311 (Skidmore, N/NE, (Interstate - Cully): Bikeway); 10312 (Banfield LRT Stations, NE/SE: Pedestrian Improvements); 10313 (Ventura Park Pedestrian District, NE/SE); 10314 (99th & 96th, NE/SE (Glisan-Market: Gateway Plan District Street Improvements, Phase II & III); 10315 (Ceasar E, Chavez., NE/SE (Sandy - Woodstock): Safety & Pedestrian Improvements);	City of Portland staff	4/30/2014	Change as requested.	See Comment

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181c	CITY OF PORTLAND PROJECTS MOVED TO FINANCIALLY CONSTRAINED LIST (CONT'D): 10316 (Halsey, NE (Bridge at I-84): Seismic Retrofit); 10317 (Halsey/Weidler, NE (I-205 - 114th): Multi-modal Improvements); 10318 (Glisan St, NE (I-205 - 106th): Gateway Plan District Multi-modal Improvements); 10319 (Stark & Washington, SE (92nd - 111th): Gateway Plan District Street Improvements); 10320 (Halsey, NE (39th - I-205): Bikeway); 10321 (Stark, SE (111th - City Limits): Bikeway); 10323 (111th/112th Ave., SE (Market - Mt. Scott Blvd.): Bicycle & Pedestrian Improvements); 10324 (Glisan St., NE (106th - 122nd): Bikeway); 10325 (Glisan St., NE (47th - I-205): Bikeway); 10326 (Gateway Regional Center, NE/SE: Local Street Improvements, Phase II); 10327 (Gateway District Plan, NE/SE: Traffic Management); 10328 (Gateway Regional Center, NE/SE: Local Street Improvements, Phase III); 10329 (Marine Dr./122nd, NE: Intersection Improvements); 10330 (148th, NE (Marine Dr - Glisan): Bicycle & Pedestrian Improvements); 10331 (Columbia Blvd, N (Bridge at Taft): Seismic Retrofit); 10332 (Lombard, N/NE (MLK Jr - Philadelphia) (US 30): ITS); 10335 (42nd Bridge, NE (at Lombard): Bridge Replacement); 10337 (33rd/Marine Dr., NE: Intersection Improvements); 10338 (Alderwood St., NE, (Alderwood Trail - Columbia Blvd.): Bikeway); 10339 (Columbia Blvd., N/NE (MLK Jr BL - Lombard): Bikeway); 10340 (Cornfoot, NE (47th - Alderwood): Road Widening & Intersection Improvements); 10341 (Columbia Blvd, N (Swift - Portland Rd. & Argyle Way - Albina): Pedestrian Improvements, Phase I & II); 10342 (Columbia Blvd, N/NE(I-205 - Burgard): ITS); 10344 (Force/Broadacre/Victory, N: Bikeway); 10346 (Marine Dr, N/NE (Portland Rd. to 185th): ITS); 10347 (Foster Rd., SE (162nd - Giese Rd.): Multi-modal Street Improvements); 10348 (Foster Rd., SE (102nd - Foster Pl): Pedestrian Improvements); 10349 (174th & Jenne Rd. , SE (Foster - Powell): Multi-modal Improvements); 10351 (Wildwood Bridge at West Burnside); 10356 (Willamette Greenway - St Johns segment [previous called Willamette Greenway Trail Extension]); 10542 (Foster Rd. Improvements); 10857 (Jenne/Foster); 10858 (174th/Powell); 11116 (SW Garden Home Road); 11316 (Lents Town Center Active Transportation Demonstration Project); 11320 (NE 60th & Glisan LRT Station Area); 11322 (North Portland Greenway Active Transportation Project); 11323 (Sullivan's Gulch); 11351 (SW Multnomah Blvd. (Barbur Blvd. to 45th Ave.));	City of Portland staff	4/30/2014	Change as requested.	See Comment
181d	CITY OF PORTLAND PROJECTS MOVED TO FINANCIALLY CONSTRAINED LIST (CONT'D): 11632 (North Hayden Island Drive); 11633 (Gresham Fairview Trail Phase V); 11634 (9th Ave Neighborhood Greenway NE); 11635 (9th Ave Neighborhood Greenway SE); 11636 (NE Multnomah multi-modal improvements); 11637 (Mill/Market/Main Greenway); 11638 (SW Capitol Highway Safety Improvements); 11640 (North Portland Greenway Segment 1); 11641 (North Portland Greenway Segment 2); 11642 (North Portland Greenway Segment 3); 11643 (North Portland Greenway Segment 4); 11644 (North Portland Greenway Segment 5); 11645 (I-84 Bike/Ped Crossing @ 9th Ave); 11646 (NE Broadway Multi-modal improvements); 11647 (I-205 Undercrossing); 11648 (Powell, SE (I-205 - 174th): Multi-modal Improvements, Phase 1); NEW (Willamette Greenway Trail: Columbia Blvd. Bridge); NEW (phase 2 of project 11648) (Powell, SE (I-205 - 174th): Multi-modal Improvements, Phase 2);	City of Portland staff	4/30/2014	Change as requested.	See Comment

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182	CITY OF PORTLAND PROJECTS WITH MEANINGFUL CHANGES TO SCOPE: 10193: Division St., SE Cesar Chavez -60th): Multi-modal Improvements, Phase I (Project start location changed from SE Grand to Cesar Chavez); 11648: Powell, SE (I-205 - 174th): Multi-modal Improvements, Phase 1 (Project split into phases; start location changed from I-205 to SE 116th; end location changed from 174th to 136th); 11318: MLK (Broadway Killingworth) Streetcar Corridor (start location added, MLK/Grand and Broadway; end location added, PCC Cascade Campus); 10280: Sunset Blvd., SW (Dosch - Capitol): Bicycle & Pedestrian Improvements (end location changed from SW Capitol HWY to SW 18h Dr.); 10229: Saint Johns Truck Strategy Implementation phase II (project description changed from 'redesign intersection to 'Implement traffic calming pedestrian and bicycle improvements along the Fessenden/St. Louis corridor. Implement freight and other multimodal improvements on N. Lombard street from N. Bruce to St. Louis Ave'); 11198: Portland-Milwaukie Light Rail Active Transportation Enhancements Project (project description changed from 'This project includes the following elements: Pathway extension of SW Moody to Montgomery Avenue, two-way cycle track on SW Moody between Gibbs Street and Marquam Bridge, bicycle-pedestrian path between SE 11th & Clinton and SE Division Place & 9th following the rail alignment, shared-use path in the McLoughlin right-of-way between 17th Avenue and the Springwater Corridor Trail, and a bicycle parking center at the Tacoma/Springwater light rail station.' to 'This project currently has two outstanding aspects including a shared-use path in the McLoughlin right-of-way between 17th Avenue and the Springwater Corridor Trail, and a bicycle parking center at the Tacoma/Springwater light rail station'; cost changed from 34M to 8M); 11102: Streetcar Extension to Hollywood via Sandy Blvd or Broadway/ Weidler (previously project described as via Sandy Blvd)	City of Portland staff	4/30/2014	Change as requested.	See Comment
183	CITY OF PORTLAND - VARIOUS TECHNICAL EDITS TO RTP PROJECT LIST: Facility Owner (1): 10219; Project/Program Name (3): 10315, 11102, 111319; Project start/end location (2): 11319, 11647; Project Purpose (4): 10171, 11102, 11319, 11647; Description (8): 10187, 10281, 10298, 10301, 10332, 10342, 11102, 11319; Estimated Cost (18): 10171, 10177, 10184, 10186, 10187, 10189, 10232, 10243, 10244, 10250, 10260, 10273, 10306, 10307, 10316, 10335, 11191, 11351; Time Period (49): 10171, 10189, 10199, 10200, 10205, 10215, 10221, 10224, 10225, 10227, 10234, 10249, 10250, 10253, 10256, 10259, 10263, 10268, 10275, 10278, 10284, 10285, 10291, 10292, 10306, 10312, 10313, 10315, 10317, 10335, 10340, 10344, 10349, 10536, 11117, 11192, 11196, 11319, 11322, 11323, 11324, 11351, 11632, 11639, 11640, 11642, Removed duplicative project: 11317.	City of Portland staff	4/30/2014	Change as requested.	See Comment
184	CITY OF PORTLAND PROJECTS MOVED FROM FINANCIALLY CONSTRAINED LIST TO STATE LIST: 10371: Airport Way Braided Ramps; 10376: Columbia Blvd Widening	Port of Portland staff	4/30/2014	Change as requested.	See Comment
185	PORT OF PORTLAND - VARIOUS EDITS TO RTP PROJECT LIST: Facility Owner (1): 10376; Estimated Cost (1): 10362; Time Period (11): 10343, 10362, 10363, 10371, 10378, 11208, 11209, 11653, 11655, 11656, 11657, 11658; Fix typo on project list for 10343 - submitted as FC, miscoded in project list as state:	Port of Portland staff	4/30/2014	Change as requested.	See Comment

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186	<ul style="list-style-type: none"> Section 5.3.1.4 / Project 11305 Where the plan calls for addition of I-205 auxiliary lanes from Divison/Powell to Foster and Foster to Johnson Creek Boulevard, the plan should also call for construction of sound walls to mitigate community impacts, planting of trees to help address carbon emissions from increased traffic and establishment of a community impact fee to address environmental justice for the surrounding community. Without these commitments, we call on removal of project 11305 from the RTP. Section 2.5.5.1 / Figure 2.18 Significant design considerations as well as public outreach and polling needs to be conducted to reassure residents of East Portland and Clackamas county that a design for making Foster Road a bicycle parkway will not severely impact vehicle commute times. Project 10270 Rebuild Ellis Street with sidewalks, curbs and stormwater management when creating a "bikeway". Project 10291 Street improvements to 82nd Avenue must include completed sidewalks. 	Lents Neighborhood Association	5/4/2014	Forwarded to City of Portland and ODOT for their consideration in project development and design. Regarding comment on Foster as a bicycle parkways: Metro has provided guidance for design in Chapter 9 of the Active Transportation Plan, which states that "Considering the context of a project's location, its purpose and the desires of the community is extremely important when determining the type of design for any transportation project. As projects are developed the following types of contextual information should be taken into consideration. (A list of factors is provided as an example, including the needs and desires of the community.)"	11305: I-205 operational improvements, 10270: Ellis St, SE (92nd - Foster): Bikeway, 10291: 82nd Ave., SE (Schiller - City Limits), SE: Street Improvements
187	<p>Revise the language to the I-5/99W Connector Study Recommendations and Implementation Text (5.3.2.3) as described in May 5 letter from Mayors Ogden and Knapp. After a careful review of the draft plan, both cities teamed together with Metro and Washington County staff members to discuss and propose changes to the I-5/99W Connector Study Recommendations and Implementation section.</p> <p>Since the completion of the I-5/99W Connector Study, Washington County led the Basalt Creek Transportation Refinement Plan along with Metro, ODOT, and the Cities of Tualatin and Wilsonville. The purpose of this refinement plan was to determine the major transportation system to serve the Basalt Creek Planning Area.</p> <p>As a result of this planning effort, the partners unanimously agreed to a set of roadway improvements including the extension of SW 124th Avenue, a new east-west roadway between that extension and Boones Ferry Road, a new I-5 overcrossing to the east, a new overcrossing of I-5 at Day Road, and several upgrades to the existing roadway network between Tualatin and Wilsonville.</p> <p>It is our recommendation that the updated RTP reflect the work from this collaborative effort. Our proposed language preserves the conditions regarding the I-5/99W Connector Study reflected in the current RTP.</p>	Mayors of Tualatin & Wilsonville	5/5/2014	Change as requested.	
188	<p>One of the proposed routes already existing on Metro planning maps is to develop a "Burlington and Northern Rail to Trail." This is a wonderful vision and potential route, however, given it apparently continues to be used as an active rail line, and could continue as such for years to come in hauling either forest products and/or milled lumber, we propose the "Forest Park to North Plains" trail linkage concept in the graphic.</p> <p>This is only an approximate concept, the specifics and feasibility of which would need to be worked out through field and other research. The first part of the basic idea being offered here is to develop paved pathways along existing high traffic roadways within their existing rights-of-ways. And to clarify, these would be adjacent to, and not on the roadway itself, that is, not simply bike lanes on the roads, but a dedicated paved pathway completely off the high traffic roadways. The second part is to connect these paved pathways with existing low traffic roads, ones where a bicyclist or pedestrian could ride and walk along them with a relative</p>	National Coast Trail Association	5/5/2014	Regional trails that are part of the RTP and ATP pedestrian and bicycle networks are identified in local transportation system plans and/or local park and trail plans and are also included on the "Metro Regional Trails and Greenways Map." Until trails have gone through that process they are not added to the RTP or ATP maps. Most trails started off as someone's visionary idea. Trail planners and advocates work with local jurisdictions (in this case Portland, and Multnomah and Washington County) to add trail concepts to local plans, and then are considered for addition to the RTP and ATP maps.	

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189	Support for project #11647 (Sullivan Gulch Under-Crossing). This project is a relatively small, affordable and straight-forward improvement that will carry large regional leverage and impact. It would connect from the I-205 MUP (existing, 16 mile north/south bike-ped path), including the south end of the new regional recreation destination, Gateway Green, to the east end of the proposed Sullivan's Gulch Trail and the NE Tillamook Neighborhood Greenway. This would create the major north/south, east/west nexus for bike commuters heading in to and out of the City of Portland and around the region, and, I believe, would increase regional bike commuting exponentially. Beyond this, people wishing to access the MUP now have a challenging time connecting to it, and the proposed project would make an immediate improvement for a large, dense portion of our region that was, in part, cut off and further challenged when construction of I-205 went through the Rocky Butte/Gateway areas. This project will support the implementation of the Gateway Regional Center; a 2040 Plan Priority.	Ted Gilbert	5/1/2014	Forwarded to City of Portland. The project has been included on the financially constrained list (See comment # 181d).	11647: I-205 Undercrossing
190	1000 Friends supports the Active transportation Plan (ATP) and Regional Transportation Plan (RTP). Its comments emphasize the critical link between adoption and success of the ATP and the success of the region's Climate Smart Communities' effort to create a more livable, walkable, inclusive region while reducing greenhouse gas emissions. adoption, funding, and implementing, at a minimum, the facilities and policies in the ATP is critical to (1) meet the region's obligations to reduce greenhouse gas emissions, and (2) to meet the overwhelming desire of residents for safe, walkable neighborhoods and far better transit service, regardless of anyone's views on global climate change.	1000 Friends of Oregon	5/5/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
191	These groups strongly support the Active Transportation Plan and including its key components within the RTP (updated bicycle and pedestrian policies and maps).	Safe Routes to School National Partnership, Oregon Walks, Elders in Action Commission, 1000 Friends of Oregon, Bicycle Transportation Alliance, Coalition for a Livable Future, Upstream Public Health, AARP Oregon, Community Cycling Center, Westside Transportation Alliance, Oregon Public Health Institute	5/2/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
192	Add a placeholder project for \$20M for the Troutdale Airport Master Plan Transportation Improvements	East Multnomah County Transportation Committee	5/2/2014	Change as requested.	
193	Project #10383 from the last RTP list is missing. It should be included and updated to reference the 238th/242nd project.	Multnomah County staff	5/5/2014	No change recommended. #10383 was a place-holder project for a corridor study which has been replaced by several discrete projects that came out of the East Metro Connections Plan. The 238th/242nd project is included as #11373: NE 238th Drive Freight and Multimodal Improvements;	11373: NE Drive Freight and Multimodal Improvements as well as projects 11673 through 11691.
194	Project #10408 - 40 Mile Loop Trail is missing from the RTP project list.	Multnomah County staff	5/5/2014	No change recommended. This project was merged into a new project: 11686: "Sandy to Springwater Path Design & Construction"	

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195	Fix the following errors for the following projects for the Chapter 3 maps of RTP projects: • Project #11598 – Marine Drive Extension – Label for this project looks oddly placed on RTP map. • Project #10389 – The northern project extent has been edited on the project list, but the map reflects the old alignment. Extend the project up to 40-Mile Loop (currently ends at Marine Drive). • Project #10399 – The eastern project extent has been edited on the project list, but the map reflects the old alignment. Shorten the line to 230th Ave (currently extends to 238th Dr). • Project #10403 – The northern project extent displayed on map is incorrect. Currently map shows project ending at Cherry Park Road (south) but it should extend further north to Cherry Park Road (north). • Project #11375 – Stark Street Bridge - Project doesn't show up on map at all • Project #11673 – Troutdale Road Pedestrian Improvement: Stark St - 21st – Project missing from map. • Project #11674 – Troutdale Road Bike Improvements: Buxton – Stark – Project missing from map. • Project #11681 – 17th Ave: East City Limit – Troutdale Rd – Project missing from map. • Project #11684 – Safety Corridor – Cherry Park/257th: Cherry Park – Division – Project missing from map. • Project #11690 – Hogan at Glisan intersection project (NW corner only) – Project missing from map. • Project #11686 – Sandy to Springwater Path design and construction – Project missing from map.	Multnomah County staff	5/5/2014	Change as requested	
196	Table 2.3 Regional Transportation Targets – The new time frame of data for the first target (2007-2011), "Safety", shows an increase in the number of crashes than the previous time frame (2003-2005). Yet our goal to reduce crashes (50%) remains the same. Should we as a region consider being more aggressive and slightly increase our goal to reduce crashes?	Multnomah County staff	5/5/2014	No change recommended. We now have better data, covering a 5-year period instead of a 3-year period. That may be part of the reason why there were more crashes between 2007-2011 compared to 2003-2005. The regional safety work group recommended keeping the goal to reduce crashes by 50%	
197	Table 2.6 Arterial and Throughway Design Concepts – Cross-sections for both Community Boulevards and Community Streets were altered from just 2 lanes to "2-4 Lanes". Where did this change come from? ("Creating Livable Streets Handbook" states Community boulevards "generally consist of two vehicle travel lanes" p.58).	Multnomah County staff	5/5/2014	This change was based on regional safety work group direction to provide more flexibility for design guidance. Previously Regional streets and blvds were described as "4 lanes" and Community streets and blvds as "2 lanes". Now all four design types are described as 2 to 4 lanes.	
198	Page 2-29, final paragraph of subsection. Clarify how design elements are presented in the ATP, as follows: "Design elements currently in use in the region and elsewhere in the U.S. that have been shown to increase the level of walking and bicycling and access to transit are provided in the Regional Active Transportation Plan <u>as design guidance</u> ."	Multnomah County staff	5/5/2014	Change as requested.	

Exhibit C to Ordinance No. 14-1340.
2014 Regional Transportation Plan (RTP) Summary of Comments Received and Recommended Actions
(commments received March 21 - May 5, 2014)

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#	Comment	Source(s)	Date	TPAC Recommendation	Relevant RTP project
199	<p>Several comments relating to clarifying language in chapter 2 of the RTP:</p> <ul style="list-style-type: none"> Page 2-38, under Arterial and Throughway Policy 1 third paragraph down. New language added that includes "should" statements concerning design elements. This section also seems redundant with the final paragraph of this subsection which states essentially the same information. Could the newly added language be removed? Page 2-42, final paragraph, much of the information describing the Regional Safety Plan is repeated in previous paragraphs. Could first sentence of final paragraph be added to previous paragraph, and the remainder of final paragraph be deleted? Page 2-64, Transit Policy 6 – Generally too repetitive, particularly references to ATP. Can be paired down to essential policy statements. Pages 2-73 – 2-75 (Section 2.5.5 Regional Active Transportation Network Vision) – Several paragraphs could be narrowed down or deleted as it is very repetitive. Also, it could be clarified upfront that the ATP recommended policies are incorporated in both the bicycle policies and the pedestrian policies as it's confusing to the reader why the bike and ped policies are nearly identical. Page 2-77 under "Bicycle Policy 1", provide a little more clarifying context for the opening statistic of "Nearly 45 percent of all trips made by car in the region are less than three miles...". Is this from the Oregon Household Activity Survey, and is it an average of all the Counties and/or cities? Page 2-78, "Bicycle Policy 3", Can "green ribbon" be defined in the narrative? Does green mean natural area? Sustainable? Low-impact? Needs a definition otherwise "green" is too much of a buzz word and makes the policy statement confusing. Page 2-96, "Ped Policy 3", narrow this policy statement. The newly added language ("...that prioritize safe, convenient and comfortable pedestrian access and equitably serve all people.") can be deleted and then incorporated into the narrative below. Otherwise it weakens the policy statement and would be too repetitive with Policies 1 & 4. General comment re: both bicycle & pedestrian policies that address ensuring the network equitably serves all people – How the network can equitably serve all needs to be made explicit in the RTP whether under each of the two policies or with its own subsection under the "Active Transportation Network Vision". 	Multnomah County staff	5/5/2014	<p>Change as follows:</p> <ul style="list-style-type: none"> Deleted one duplicative sentence describing the regional safety plan finding that 60% of the fatal and severe injury crashes in the region occur on arterials. Deleted repetitive reference to ATP within text supporting Transit Policy 6 Regional Active Transportation Network Vision intro paragraphs have been edited to be more concise. Text describing that Bike and pedestrian policies were updated based on direction from the ATP was moved to the beginning of the bike and pedestrian sections. Added 2011 Household Survey citation for statement within text supporting bicycle policy 1 and clarified that the statement refers to trips wholly within 4 County area. In Bicycle policy 3, clarified that "green" experience of a bike parkway refers to trees or plantings. In Pedestrian Policy 3, removed "and equitably serve all people since that is covered by Pedestrian Policy 5. Added reference to the ATP implementing actions in intro paragraphs to bike and pedestrian policies to address how network can serve all users 	
200	Can the ATP recommended policy <i>implementing actions</i> be included in the RTP?	Multnomah County staff	5/5/2014	No change recommended. Prior policy discussion directed staff to not include all of these actions in the RTP, however staff can add a reference to them.	
201	Page 5-29, under section 5.4 Congestion Management Process, spell out MAP-21 and add a brief introductory statement about it being the most recent federal transportation legislation that was passed in 2012.	Multnomah County staff	5/5/2014	Change as follows: <u>The Moving Ahead for Progress in the 21st Century Act (MAP-21) is a funding and authorization bill passed in 2012 which governs United States federal surface transportation spending.</u>	
202	Section 5.7.13 Best Design Practices in Transportation – Change text as follows: "Metro staff may <u>will</u> initiate an update to the Best Design Practices in Transportation..."	Multnomah County staff	5/5/2014	Change as requested.	
203	Section 1.6, Page 1-39 Revise 2nd to last sentence to read: <u>Freeways and their ramps are relatively safe, per mile travelled, compared to arterial and collector roadways. Per mile travelled, arterial and collector roadways experience more serious crashes than freeways and their ramps.</u>	Oregon Department of Transportation staff	5/5/2014	Change as requested.	

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#	Comment	Source(s)	Date	TPAC Recommendation	Relevant RTP project
204	Regional Bicycle Network Map: ODOT does not support the Regional Bikeway designation on the section of OR 43 between the Sellwood Bridge and Terwilliger in Lake Oswego, parallel to the Regional Bicycle Parkway designation in the same general corridor. In other segments of the corridor to the north and south there is more distance between the highway and the Greenway trail, and there are more bicycle destinations along the highway, but this segment is very constrained and the adjacent land use consists of large lot single-family residential uses. ODOT recognizes the need for a bicycle connection in this area but supports the location of that connection outside the existing ODOT right-of-way.	Oregon Department of Transportation staff	5/5/2014	No change recommended.	
205	Section 5.3.1.1 Southwest Corridor Plan (page 5-7, first sentence): Please change as follows: "... Metro, in collaboration with local partners, and ODOT, and Trimet, developed the Southwest Corridor Plan. ODOT was co-lead only for the SW Corridor Transportation Plan, not the full Southwest Corridor Plan.	Oregon Department of Transportation staff	5/5/2014	Change as requested.	
206	Section 5.3.1.3 Portland Central City Loop (page 5-11): Please change the new text as follows: "...As directed by the FLAG's recommendations, planning forged ahead—proceeded on the I-84/I-5 section of the Loop under the monikers of the N/NE Quadrant and the I-5 Broadway-Weidler Interchange Improvement Planning processes. "Key recommendations from the adopted 2012 N/NE Quadrant Plan include: • Adding auxiliary lanes and full-width shoulders (within existing right-of-way) to reduce dangerous <u>improve</u> traffic weaves and allow disabled vehicles to move out of traffic lanes;"	Oregon Department of Transportation staff	5/5/2014	Change as requested.	
207	Section 5.3.2.4 Beaverton to Forest Grove (Mobility Corridor # 24) (pages 5-13 to 5-18): This should be section 5.3.2.4, not 5.3.1.5.	Oregon Department of Transportation staff	5/5/2014	No change recommended. This corridor still has an outstanding section to be studied so should remain in the section of corridors needing refinement planning.	
208	Page 5-15, Recommended RTP Design and Functional Classifications. Second sentence: change recommendation to <u>decision</u> . Next sentence, change "...will be amended..." to "...are amended"...	Oregon Department of Transportation staff	5/5/2014	Change as requested.	
209	There is more detail than necessary in section 5.3.2.4 (Beaverton to Forest Grove) Mobility Corridor #24 .	Oregon Department of Transportation staff	5/5/2014	Staff will revise this section based on the input from Washington County and ODOT staff. See also comment #222	

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210	<p>Section 5.3.2.2 Sunrise/JTA Project (pages 5-19 and 5-20): Please change the first complete paragraph on page 5-20 as follows: "The Federal Highway Administration (FHWA), the Oregon Department of Transportation (ODOT), and Clackamas County have completed the Final Environmental Impact Statement (FEIS) for the Sunrise Project...."</p> <p>Please change the third paragraph as follows: "...The purpose of the Sunrise Jobs and Transportation Act (JTA) Project is to address congestion and safety problems in the OR 212/224 corridor by building a new 2.5 mile road from I-205 to 122nd Avenue (as part of the larger Sunrise Project mainline) and improving local roadway connections <u>to the Lawnfield Industrial District. The Oregon Legislature approved \$100 million through the Oregon Jobs and Transportation Act (JTA) to fund this first phase of the larger Sunrise Corridor Preferred Alternative.</u></p> <p>Please revise the list of elements for the JTAC phase of the Sunrise Project as follows:</p> <ul style="list-style-type: none"> • A new two-lane highway (one lane each direction) from the Milwaukie Expressway (OR 224) at I-205 to SE 122nd Avenue at OR 212/224. • A new I-205 overcrossing to connect 82nd Drive and 82nd Avenue. • Bicycle and pedestrian improvements in the area, <u>including two separated shared use paths from I-205 to Lawnfield Road and from Mather Road to 122nd Avenue.</u> • Intersection improvements at 122nd Avenue and OR 212/224. • Intersection improvements at 162nd Avenue and OR 212. - <u>Tolbert Road overcrossing of the UPRR from Minuteman Way to 82nd Drive</u> - <u>Reconstruction of Lawnfield Road from 97th to 98th to reduce grades</u> - <u>Extension of Minuteman Way from Mather Road to Lawnfield Road.</u> 	Oregon Department of Transportation staff	5/5/2014	Change as requested.	
211	<p>Section 5.7.2 Alternative Mobility Standards (page 5-33, first bullet): Please change the second sentence as follows: "jurisdictions considering <u>development plan amendment</u>, proposals for compact development in regional and town centers that exceed current height or density limits are often <u>sometimes</u> constrained by traditional volume-to-capacity standards...."</p>	Oregon Department of Transportation staff	5/5/2014	Change as requested.	
212	<p>Section 5.7.2 Other Actions (page 5-36): please change the title of this paragraph from "Other Actions" to "2014 Update on Recommended Actions" and include the second bullet, regarding changes to the TPR, which appears in the tracked changes version but not in the clean version of the RTP document: " - In 2011 the Transportation Planning Rule (TPR) was amended to create Multimodal Mixed-Use Area (MMA) designations, an option for jurisdictions planning for increasing housing or jobs within an urban center to avoid triggering traditional volume-to-capacity traffic standards that might otherwise block desirable development. Several jurisdictions in the Metro region are exploring MMA designations for their Region 2040 centers." Amend the first bullet as follows: "...unless an alternative is <u>adopted developed</u> by a local jurisdiction <u>and adopted by the OTC</u>".</p>	Oregon Department of Transportation staff	5/5/2014	Change as requested.	
213	<p>RTP ID #10087: Lake Oswego to Portland Trail - ODOT recognizes the need for a bicycle connection in this area but supports the location of that connection outside the existing ODOT right-of-way.</p> <p>RTP ID # 11198: Portland-Milwaukie Light Rail Active Transportation Enhancement Projects – Alignment of the shared use path will require coordination with ODOT. ODOT recommends locating the shared use path to the east of OR99E, on the side of Westmoreland Park and the Westmoreland neighborhood.</p>	Oregon Department of Transportation staff	5/5/2014	<p>Forwarded to Lake Oswego, Portland and Clackamas County. Change the project description for RTP project #11198 as follows: "This project currently has two outstanding aspects including a shared-use path in the McLoughlin right-of-way between 17th Avenue and the Springwater Corridor Trail, and a bicycle parking center at the Tacoma/Springwater light rail station. <u>Construct a shared-use path along SE McLoughlin Blvd from 17th Ave to the Springwater Corridor Trail and build a bicycle parking center at the Tacoma/Springwater light rail station. This project will be coordinated with ODOT to determine the alignment along McLoughlin Blvd.</u>"</p>	10087 (Lake Oswego to Portland Trail), 11198 (Portland-Milwaukie Light Rail Active Transportation Enhancement Projects)

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214	<p>RTP ID # 10171: Burnside/Couch, West – This project will require coordination with ODOT to address potential impacts to the I-405 interchanges, overcrossings and ramps. ODOT has identified a potential safety concern of future traffic queues spilling onto the I-405 mainline or deceleration portion of the off-ramps.</p> <p>RTP ID # 10299: Lombard Street Improvements – Please change the project description to be less specific regarding a signal as part of the solution; the proposed signal is within an interchange area and will require ODOT approval.</p> <p>RTP ID # 10232: Flanders, NW (Steel Bridge to Westover): Bicycle Facility - This project will require coordination with ODOT to address potential impacts to the I-405 interchanges, overcrossings and ramps. Traffic queues spill onto the mainline or deceleration portion of the off-ramps of I-405 southbound at NW 16th/NW Glisan. This segment also has a high crash rate.</p> <p>RTP ID # 10235: South Portland Improvements, SW - This project will require coordination with ODOT and with the Southwest Corridor Plan. The project will need to consider impacts to ODOT facilities including Naito Parkway and the Ross Island Bridge.</p>	Oregon Department of Transportation staff	5/5/2014	Forwarded to City of Portland. Add the following sentence to the end of the project description for project #10171: "This project will be coordinated with ODOT to address potential impacts to the I-405 interchanges, overcrossings and ramps." Add the following sentence to the end of the project description for #10235 "This project will be coordinated with ODOT and with the Southwest Corridor Plan, and will consider impacts to ODOT facilities including Naito Parkway and the Ross Island Bridge." Change the project description for #10299 as follows: "Establish a landscaped boulevard to promote pedestrian-oriented uses and to create a safe, pleasant pedestrian link over I-5 w/ new traffic light and road access to Fred Meyer development, including a signal or other intersection improvement at Montana & Lombard and an improved pedestrian crossing over I-5. The project will be coordinated with ODOT to address potential impacts to Lombard and the I-5 interchange."	10171 (Burnside/Couch, West), 10299(Lombard St improvements), 10232 (Flanders, NW - Steel Br to Westover - bicycl facility), 10235 (S. Portland Improvements)
215	<p>The 2014 RTP includes a broad statement about crosswalk spacing on arterials "Regional policy calls for safe crosswalks spaced no more than 530 feet apart (unless there are no intersections, bus stops or other pedestrian attractions), including features such as markings, medians, refuge islands, beacons, and signals, as appropriate."(p.2-80) This language is new in the Draft 2014 RTP and needs to be fully reviewed and discussed by affected jurisdictions. Introducing more frequent conflict points along arterials may affect safety and regional mobility.</p> <p>The 2014 RTP includes another statement realting to the spacing of crossings on arterials on p.2-82: "The experience of people walking and pedestrian access to transit is improved with features such as wide sidewalks with buffering from adjacent motor vehicle traffic, street crossings spaced no more than 530 feet apart—an ideal spacing is 200 to 400 feet where possible (unless there are no intersections, bus stops or other pedestrian attractions), special crossing elements at some locations, special lighting, benches, bus shelters, awnings and street trees." The last RTP applied this language only to transit/mixed-use corridors. This draft updated language could be interpreted more broadly to cover every arterial.</p>	Washington County Staff	5/5/2014	Change as follows: (p.2-80) "Regional policy calls for <u>safe crossings of streets and controlled pedestrian crossings on major arterials</u> crosswalks spaced no more than 530 feet apart (unless there are no intersections, bus stops or other pedestrian attractions) , including features such as markings, medians, refuge islands, beacons, and signals, as appropriate. Change p.2-82 as follows: " The experience of people walking and pedestrian access <u>along transit-mixed use corridors</u> to transit is improved with features such as wide sidewalks with buffering from adjacent motor vehicle traffic, street crossings spaced no more than 530 feet apart—an ideal spacing is 200 to 400 feet where possible (unless there are no intersections, bus stops or other pedestrian attractions), special crossing elements at some locations, special lighting, benches, bus shelters, awnings and street trees."	
216	<p>Page 5-53: "Develop safe crosswalks on arterials and multi-lane roads, generally adhering to the region's maximum spacing standard of 530 feet and at all transit stops," This language is new in the Draft 2014 RTP and needs to be fully reviewed and discussed by affected jurisdictions. Introducing more frequent conflict points along arterials may affect safety and regional mobility.</p>	Washington County Staff	5/5/2014	This section summarizes future work that was recommended by the Regional Safety Plan. Language will be added to provide an intro to this table of recommendations: "As part of the 2018 RTP and associated updates to the Regional Transportation Functional Plan, Metro will consider these changes as well as recommendations from the Regional Active Transportation Plan." Additionally, text within the table will be clarified to reflect that 530 feet refers to the long-standing regional street connectivity standard. Change as follows: "Develop safe crosswalks on arterials and multi-lane roads, generally adhering to the region's maximum <u>local street</u> spacing standard of 530 feet and at all transit stops" .	
217	<p>Page 2-33 - We request the language be modified to read, "Streets with 4 or more lanes should include medians, <u>where possible</u>, with appropriate median openings for turning movements and turn lanes."</p>	Washington County Staff	5/5/2014	Change as requested.	

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218	Page 2-33 - The median policy needs to reflect the need to accommodate over-dimensional freight movement (which may preclude installation of medians on designated Over Dimensional Routes), and some qualifier about consideration of on-going operating and maintenance costs associated with medians.	Washington County Staff	5/5/2014	No change recommended. Defer to state requirements for overdimensional vehicles. Most types of transportation infrastructure include operating and maintenance costs, not just medians. The 2013 Oregon Freight Plan amendments will be addressed as part of the 2018 RTP update.	
219	Page 2-37 – The text says “Safety is a primary concern on the regional arterial system... Efforts should include:” and then includes design strategies, enforcement actions and education initiatives in the bullets below. We request that you change “should” to “may” in order to provide more flexibility for jurisdictions to respond to unique situations that may occur within their jurisdictions.	Washington County Staff	5/5/2014	Change as requested.	
220	Page 2-37 – The text states, “Efforts to substantively improve transportation safety in the region must give arterial roadways highest priority.” We request that you change “highest” to “high” to allow more flexibility in project selection and funding by local jurisdictions.	Washington County Staff	5/5/2014	Change as requested.	
221	Washington County has worked with local jurisdictions and Metro staff to develop revised language for Section 5.3.2.3 – I-5/99W Connector Study Recommendations and Implementation (Tigard to Sherwood – Mobility Corridor #20). Washington County concurs with the revised language submitted by the City of Tualatin for this section.	Washington County staff	5/5/2014	Change as requested. See also comment # 187 from the Mayors of Tualatin and Wilsonville.	
222	Page 5-13 – 5.3.1.5 – Beaverton to Forest Grove (Mobility Corridor #24) - Washington County believes the section, as included in the Draft 2014 RTP, is too long and detailed. The county has worked with ODOT and others to modify this section.	Washington County staff	5/5/2014	Staff will revise this section based on the input from Washington County and ODOT staff. See also comment # 209	
223	The County caught a number of typos and small technical fixes.	Washington County staff	5/5/2014	Change as requested.	
224	SW Walker Road between Roxbury Avenue and Canyon Road: Remove from map or downgrade from Bicycle Parkway to Regional Bikeway. This segment is severely constrained by topography, land uses and mature trees. It has very low potential for becoming a high-quality bikeway route in the long term.	Washington County staff	5/5/2014	Change functional classification to Regional Bikeway. Modeling of SW Walker Road, including this section, indicated that the route serves as a “collector” for bicycle travel.	
225	NW Thompson Road between Hartford Street and Saltzman Road: Move route (in this and all RTP maps) to the future Thompson Road alignment as adopted in the Washington County TSP, which cuts a diagonal and uses what is now Kenny Terrace. This is the ultimate future alignment for Thompson Road.	Washington County staff	5/5/2014	Change as requested.	
226	NW West Union Road between Century Boulevard and the Westside Trail: Upgrade from Regional Bikeway to Bicycle Parkway. This is one of the few continuous east-west routes in the area north of Sunset Highway. We aspire to have enhanced bicycle facilities on this road in the future.	Washington County staff	5/5/2014	Change as requested.	
227	Century Boulevard between West Union Road and TV Highway: Upgrade from Regional Bikeway to Bicycle Parkway. The county and City of Hillsboro envision Century Boulevard as an important north-south route for bicycling, walking and taking transit, while nearby parallel Cornelius Pass Road and Brookwood Parkway have more of an vehicle and freight mobility	Washington County staff	5/5/2014	Change as requested.	
228	SW Farmington Road between Reedville Trail and Westside Trail: Upgrade from Regional Bikeway to Bicycle Parkway. This is an important radial route leading into Beaverton. It will eventually be widened to 4 vehicle lanes between 209th and Kinnaman and it would be good to have high-quality bicycle facilities as part of a future design. Bike Parkways are currently sparse in this area of the map.	Washington County staff	5/5/2014	Change as requested.	
229	SW Hunziker Street between Hall Boulevard and 72nd Avenue: Realign based on SW Corridor planning. At a minimum, show the future realigned Hunziker overcrossing of Highway 217 as shown on Tigard and Washington County TSPs. Or, realign further north to connect with Beveland Street, depending on SW Corridor planning outcomes. To be consistent with local TSPs and SW Corridor planning.	Washington County staff	5/5/2014	Change as requested on Regional Pedestrian and Bicycle Maps.	

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230	NW Century Boulevard between West Union Road and Evergreen Parkway: Add as a Pedestrian Parkway. The county and City of Hillsboro envision Century Boulevard as an important north-south multi-modal route. The southern portion is already shown on the maps.	Washington County staff	5/5/2014	Change as requested. Extension of existing mixed-use corridor, once completed. Extending this section is consistent with methodology for adding routes; proposed addition is also on the Regional Arterial and Throughways and Regional Design Classifications Maps. Proposed addition is also part of the Regional Bicycle Network.	
231	NW West Union Road between Century Boulevard and Cornelius Pass Road: Add as Regional Pedestrian Corridor. This would avoid having the Century Boulevard suggestion above be a stub.	Washington County staff	5/5/2014	Change as requested. Extending this section is consistent with methodology for adding routes; proposed addition is also on the Regional Arterial and Throughways and Regional Design Classifications Maps. Proposed addition is also part of the Regional Bicycle Network.	
232	NW West Union Road between Bethany Boulevard and 143rd Avenue: Downgrade from Pedestrian Parkway to Regional Pedestrian Corridor. This is a short segment of Pedestrian Parkway that doesn't seem to have a larger purpose.	Washington County staff	5/5/2014	Change as requested. This segment was incorrectly identified as a pedestrian mixed-use corridor in the 2035 RTP (all mixed use corridors were automatically designated as Pedestrian Parkways in the ATP pedestrian network).	
233	NW 143rd Avenue between West Union Road and Cornell Road: Remove from map. There are already three other north-south Pedestrian Parkways in the vicinity.	Washington County staff	5/5/2014	Change as requested. This segment was incorrectly identified as a pedestrian mixed-use corridor in the 2035 RTP Pedestrian Network Map (all mixed use corridors were automatically designated as Pedestrian Parkways in the ATP pedestrian network).	
234	NW Bronson Road and path between Bethany Boulevard and Cornell Road. Remove from map. This is a useful connection but does not have regional significance. Also, there is already a good density of Pedestrian Parkways in this area.	Washington County staff	5/5/2014	Change as requested. This is a mapping error and will be removed.	
235	W Burnside Road from Barnes Road to county line: Remove from map. Also consider removing SW Barnes Road from Miller to Burnside in order to not create a stub. This segment is severely constrained by topography and vegetation, has very few developed land uses (mostly cemetery), and includes only one bus stop pair. The possibility of this becoming a viable pedestrian route is extremely slim. The cuts, fills and retaining walls necessary to build pedestrian facilities here would be cost prohibitive.	Washington County staff	5/5/2014	No change recommended. This segment of Burnside is identified as a 2040 Mixed Use Corridor. It is also a regional bus route. Keeping it on the regional pedestrian network is consistent with the approach to identify all 2040 mixed-use corridors and frequent and almost transit routes as Pedestrian Parkways. The ATP acknowledges that design and pedestrian safety improvements will occur within the context of the project location and constraints.	
236	SW Canyon Road from Canyon Drive to US 26: Remove from map or downgrade from Pedestrian Parkway to Regional Pedestrian Corridor. This segment is severely constrained by topography, vegetation and private properties. Most of the bus stops are sited at local street intersections such that walking along the road is limited (though crossing is still an issue). The possibility of this becoming a high-quality pedestrian route is extremely slim. The cuts, fills and retaining walls necessary to build pedestrian facilities here would be cost prohibitive.	Washington County staff	5/5/2014	No change recommended. This segment of SW Canyon Road is identified as a 2040 Mixed Use Corridor. It is also a regional bus route. Keeping it on the regional pedestrian network is consistent with the approach to identify all 2040 mixed-use corridors and frequent and almost transit routes as Pedestrian Parkways. The ATP acknowledges that design and pedestrian safety improvements will occur within the context of the project location and constraints.	
237	SW Walker Road between Roxbury Avenue and Canyon Road: Remove from map or downgrade from Pedestrian Parkway to Regional Pedestrian Corridor. This segment is severely constrained by topography, land uses and mature trees. It has very low potential for becoming a high-quality pedestrian route in the long term.	Washington County staff	5/5/2014	No change recommended. This segment of SW Walker Road is identified as a 2040 Mixed Use Corridor. Keeping it on the regional pedestrian network is consistent with the approach to identify all 2040 mixed-use corridors and frequent and almost transit routes as Pedestrian Parkways. The ATP acknowledges that design and pedestrian safety improvements will occur within the context of the project location and constraints.	
238	SW Jenkins Road between 158th Avenue and 153rd Avenue: Downgrade from Pedestrian Parkway to Regional Pedestrian Corridor. This could potentially be a map error. The remainder of Jenkins is a Regional Pedestrian Corridor.	Washington County staff	5/5/2014	Change as requested. This is part of an old alignment of the Westside Trail.	

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239	Willow Creek Transit Center loop: Remove from map. We understand the intent of connecting the transit center to the network, but showing Baseline & 185th is probably sufficient. Other transit stops don't appear to have this level of network detail.	Washington County staff	5/5/2014	Change as requested.	
240	198th Avenue between TV Highway and Farmington Road: Add as Regional Pedestrian Corridor. This collector road has a bus route and will be the focus of a county-funded \$14 million sidewalk and bike lane project in 2018.	Washington County staff	5/5/2014	Change as requested. Addition is consistent with methodology for adding routes; proposed addition is also on the Regional Design Classifications Maps as a Community Street. Proposed addition is also on the proposed Regional Bicycle Network.	
241	Recommend that the streets below be designated as Regional Pedestrian Corridors On-street 1) Park Avenue from River Road east across McLoughlin to Oatfield Road 2) Courtney Avenue from River Road east to Oatfield Road 3) Oak Grove Blvd from River Road east to Rupert Drive to Oatfield Road 4) Concord Road from River Road east to Oatfield Road 5) Roethe Road from River Road east to Oatfield Road 6) Jennings Avenue from River Road east to McLoughlin (area east is designated appropriately)	Clackamas County staff	3/20/2014	1) Add Park Avenue segment as requested; segment is partially within and connects to a LRT station area which is also a regional pedestrian and bicycle district. Change is consistent with current methodology to develop ATP maps. 2) through 6): Add as recommended. Routes provide key regional pedestrian connections identified through Clackamas County Active Transportation Plan project.	
242	Hwy 224 is designated as a Pedestrian Parkway On-street. Is this correct? It should be designated as a Pedestrian Parkway Off-street facility.	Clackamas County staff	3/20/2014	No change recommended. Keep designation as on-street. This segment of Hwy 224, the Milwaukie Expressway from the Milwaukie Town Center to Webster, is identified as a 2040 Mixed-Use Corridor which is why it is included as a Regional Pedestrian Parkway. A regional trail is not currently identified along the corridor; ODOT and partners would need to nominate the corridor for a regional trail. At current traffic speeds and volumes a high degree of separation and protection is desirable. Currently bicyclists and pedestrians currently use the shoulder if they need to use the route. However, apart from identifying the location regional trails, the regional pedestrian and bicycle network maps do not identify specific design solutions for pedestrian and bicycle routes. Design guidance for roadways with high traffic speeds and/or volumes is provided in the ATP in the design guidance chapter. As the corridor is developed as a 2040 mixed use corridor pedestrian improvements (such as the possibility of a separated path) would occur within a larger development framework.	
243	Add Regional multiuse path (Off-street connection) from Sunnybrook Blvd west of 82nd Avenue (below the Aquatic Park Center) connecting to Harmony Road	Clackamas County staff	3/20/2014	Change as requested. This is a Regional Trail, connects to the I-205 MUP and connects to a Pedestrian Parkway.	
244	Fuller Road from Harmony Road north to 82nd Avenue – designate Regional Pedestrian Corridor On-street	Clackamas County staff	3/20/2014	Change as requested. This street is included on the 2035 RTP "Regional Design Classifications Map" as a Community Street and is part of the Regional Bicycle Network. Change is consistent with current methodology to develop ATP maps.	
245	Hwy 212/224 from I-205 multiuse path east to 122nd Avenue - designate Regional Pedestrian Corridor On-street; from MS/SM Trail at Hwy 212/224 near Orchard View Lane east to 172nd Avenue – designate Pedestrian Parkway matching designation adjacent (to the west) and to the east.	Clackamas County staff	3/20/2014	Change as requested. Extending these sections is consistent with methodology for adding routes; proposed additions are also part of the Regional Bicycle Network, the Regional Arterial and Throughways and Regional Design Classifications Maps. Proposed additions are also part of the Regional Bicycle Network.	
246	132nd Avenue from Hubbard north to Sunnyside Road – designate Regional Pedestrian Corridor On-street	Clackamas County staff	3/20/2014	Change as requested. Routes provide key regional pedestrian connections identified through Clackamas County Active Transportation Plan project.	

Exhibit C to Ordinance No. 14-1340.
2014 Regional Transportation Plan (RTP) Summary of Comments Received and Recommended Actions
 (comments received March 21 - May 5, 2014)

Highlighted comments are recommended changes to March 21, 2014 Public Review Draft RTP

#	Comment	Source(s)	Date	TPAC Recommendation	Relevant RTP project
247	Remove Hwy 224 as Regional Pedestrian Corridor outside of UGB (near Richardson Creek Natural Area)	Clackamas County staff	3/20/2014	Change as requested. This is consistent with approach in ATP maps to only include facilities within the UGB.	
248	The Clackamas County ATP has the Newell Creek Trail as a Principle Active Transportation route. The Regional ATP doesn't show Newell Creek Trail. It shows Newell Creek Canyon and Beaver Lake Trail. Isn't Metro purchasing property in this area? The County recommends that the Newell Creek Trail be designated as a Regional Pedestrian Corridor.	Clackamas County staff	3/20/2014	The trail that County staff has referred to as the Newell Creek Trail is on the ATP pedestrian and bicycle maps, but is labeled as the Beaver Lake Trail. This is a naming issue - the same trail is referred to both as the Newell Creek Canyon Trail and the Beaver Lake Trail. Metro's trail department will be reviewing and cleaning up naming issues to reduce confusion.	
249	Designate Oak Grove Blvd from River Road east to Oatfield Road as a Regional Bikeway On-street	Clackamas County staff	3/20/2014	Change as requested. Routes provide key regional pedestrian connections identified through Clackamas County Active Transportation Plan project.	
250	Change Concord (River Road to Oatfield to Thiessen Road) from a Bicycle Parkway to a Regional Bikeway.	Clackamas County staff	3/20/2014	Change as requested.	
251	Designate Naef Road from River Road to Oatfield to Oetkin Road to Thiessen Road as a Bicycle Parkway. Old River Road to Mapleton to Hwy 43 south is one of the County's Principal Active Transportation routes.	Clackamas County staff	3/20/2014	Change as requested. Naef Road is identified as a Principal Active Transportation (PAT) Route in the County's new Active Transportation Plan. Addition is consistent with methodology used to develop the ATP bicycle network.	
252	Old River Road to Mapleton to Hwy 43 is one of the County's Principal Active Transportation routes. Designate Mapleton as a Regional Bikeway On-street.	Clackamas County staff	3/20/2014	Change as requested. Routes provide key regional pedestrian connections identified through Clackamas County Active Transportation Plan project.	
253	Designate Monroe Street as a Bicycle Parkway in Milwaukie and east of Linnwood Avenue connecting east of 82nd Avenue to Phillips Creek Trail.	Clackamas County staff	3/20/2014	Change as requested. Monroe Street is identified as a priority bikeway in Milwaukie and Clackamas County. King Street, which runs parallel to Monroe street will be reclassified as a Regional Bikeway.	
254	Add Regional multiuse path (Off-street connection) from Sunnybrook Blvd west of 82nd Avenue (below the Aquatic Park Center) connecting to Harmony Road	Clackamas County staff	3/20/2014	Change as requested. This is a Regional Trail, connects to the I-205 MUP and connects to a Pedestrian Parkway.	
255	Designate Strawberry Lane from Webster to Evelyn Street as a Regional Bikeway.	Clackamas County staff	3/20/2014	Change as requested. Routes provide key regional pedestrian connections identified through Clackamas County Active Transportation Plan project.	
256	Designate Hwy 224 south of Hwy 212/224 split to Clackamas River/Springwater Road as a Bicycle Parkway.	Clackamas County staff	3/20/2014	Change as requested. Recommendation is consistent with the methodology used in developing the ATP bicycle network; section of Hwy 224 is on 2035 RTP "Arterial and Throughway Map" and identified as a Regional Street on the 2035 RTP "Design Classifications Map."	
257	The river crossing south of Wilsonville is clearly shown (on Pedestrian Network not Bicycle) but not the French Prairie Bridge, why?	Clackamas County staff	3/20/2014	Change as requested. The French Prairie Bridge is part of both the ATP Regional Pedestrian and Bicycle networks. It is a mapping error that it was left off of the bicycle map. The error will be corrected.	
258	Designate Redland Road from Hwy 213/Oregon Trail Barlow Road Trail east to UGB as a Regional Bikeway	Clackamas County staff	3/20/2014	Change as requested. Recommendation is consistent with the methodology used in developing the ATP bicycle network; this section of Redland Road is on 2035 RTP "Arterial and Throughway Map" and identified as a Community Street on the 2035 RTP "Design Classifications Map."	
259	Add the (Clackamas Regional Center) CRC I-205 ped/bike bridge crossing near Sunnyside Road to the Bike and Ped Maps. It is on the constrained Draft RTP project list (Project 11495; Ped/Bike I-205 overpass).	Clackamas County staff	4/15/2014	Change as requested.	

Exhibit C to Ordinance No. 14-1340.
2014 Regional Transportation Plan (RTP) Summary of Comments Received and Recommended Actions
 (comments received March 21 - May 5, 2014)

Highlighted comments are recommended changes to March 21, 2014 Public Review Draft RTP

#	Comment	Source(s)	Date	TPAC Recommendation	Relevant RTP project
260	Designate SW Stephenson St, SW 35th Ave, Huber St west to Capitol Hwy as Regional Pedestrian Corridors and as Regional Bikeways. (There is a large gap between SW 49th and the Hillsdale to Lake Oswego Trail. This will help fill the gap and provide connectivity.) The routes from Boones Ferry Rd, Stephenson, 35th, Huber, and Capitol Hwy to Barbur Blvd provide connections to multiple destinations and transit stops in the area including Tryon State Park, Stephenson Elementary School (which doubles as a neighborhood park), Jackson Middle School (which doubles as a community park), residential uses (multifamily and single family dwellings), churches, and many services on Capitol Hwy and Barbur Blvd.	Lori Mastrantonio-Meuseur (citizen comment)	3/25/2014	No change recommended. Include in analysis and consideration in the 2018 RTP update. Policy discussion is needed to add, since addition of the route would not be consistent with the methodology used in developing the ATP bicycle and pedestrian networks. The streets are identified as City (not Major City) Bikeways in Portland's Bicycle Plan and as City Walkways in the Portland Pedestrian Master Plan.	
261	Designate SW Vermont St and SW 45th Ave as a Regional Pedestrian Corridors and Regional Bikeways. The routes along Vermont and 45th provide connections to multiple destinations and transit stops in the area including Gabriel Park, SW Community Center, residential uses (multifamily and single family dwellings), neighborhood commercial uses (medical services, offices and retail uses) and churches in the area.	Lori Mastrantonio-Meuseur (citizen comment)	3/25/2014	No change recommended. SW Vermont is currently designated a Regional Bikeway between the Hillsdale Town Center and SW Oleson Road. Do not add SW Vermont or SW 45th as a Regional Pedestrian Corridor at this time and do not add SW 45th as a Regional Bikeway at this time; but do include in analysis and policy discussion for consideration for inclusion in the 2018 RTP update. Policy discussion is needed to add, since addition of the route would not be consistent with the methodology used in developing the ATP Pedestrian and Bicycle networks. SW Vermont and SW 45th are identified as City (not Major City) Bikeways in Portland's Bicycle Plan and as City Walkways in the Portland Pedestrian Master Plan.	
262	Delete project #11097 since it is duplicative of the combination of projects #10474, 10475, 10476.	Metro/Gresham Staff	5/5/2014	Change as requested.	11097 (Rugg Rd/Springwater), 10474 (Rugg Rd extension), 10475 (Rugg Rd extension), 10476 (Rugg Rd)
263	The Columbia River Crossing I-5 project (CRC) should be removed from the RTP list.	Coalition for a Livable Future (CLF)	5/5/2014	Comment forwarded to ODOT and City of Portland. See response to Comment #153 from ODOT's director. ODOT opposes removing any elements of the Columbia River Crossing from the financially constrained RTP project list, and/or redefining elements of the project through this technical update. ODOT supports the current language as included in Metro's Public Review Draft of the RTP and looks forward to working with Metro between now and the next full RTP update.	10893: Improve I-5/Columbia River bridge, 10902 MAX light rail: Yellow Line: CRC / I-5 North extension
264	For the purposes of air quality conformity, any analysis with CRC on the list should include new analysis of air quality in the I-205 corridor in light of research by CDM Smith which found that the CRC would lead to increased travel on I-205 by as much as 39,500 vehicles per day	Coalition for a Livable Future (CLF)	5/5/2014	The current air quality tools used to conduct regional conformity analysis cannot perform project specific emissions analysis, and therefore cannot isolate emissions generated for a specific corridor or from a specific project. The emissions analysis takes regional aggregate outputs from the travel demand model and applies the outputs to specific emissions rates established and calibrated for the region. All the results come out as regional emissions which cannot be disaggregated to the degree the commenter seeks.	10893: Improve I-5/Columbia River bridge, 10902 MAX light rail: Yellow Line: CRC / I-5 North extension
265	The RTP should include findings on how the system has performed over time. Chapter 4 includes projected performance based on modeling potential results between 2010 and 2040. The RTP includes some performance information in Chapter One, including VMT, but does not include many of the measures listed in chapter 4 (table 4.2).	Coalition for a Livable Future (CLF)	5/5/2014	Because of the tight time line, the Regional mobility corridor atlas was not updated in advance of the 2014 RTP update. An updated atlas will be completed after adoption of the 2014 RTP update and will inform the 2018 RTP update.	
266	The RTP states in section 4.2.2 that an analysis of system monitoring performance is done every two years in advance of the allocation process for regional flexible funds. Key findings should be included in this section of the RTP.	Coalition for a Livable Future (CLF)	5/5/2014	This analysis will be included in the updated Regional mobility corridor atlas to be published after adoption of the 2014 RTP update.	

Exhibit D to Ordinance No. 14-1340 Findings

I. Oregon Statewide Planning Consistency

Oregon Statewide Planning Goals	Corresponding RFP policy/RTP policy	Findings
<u>Goal 1:</u> Citizen Involvement	RFP Policy 1.13: Participation of Citizens RTP Policy: Goal 10, Deliver Accountability Objective 10.1 - Meaningful Input Opportunities	Metro undertook a public involvement process involving public opinion research, workshops, hearings, advisory committees, interactive web opportunities and other techniques, consistent with Metro's adopted "Public Engagement Guide." The Staff Report of July 17, 2014 identifies documents in the record that describe these efforts in detail.
<u>Goal 2:</u> Land Use Planning: Coordination and Implementation	RFP Policy 1.14: School and Local Government Plan and Policy Coordination	The 2014 RTP is a component of Metro's Regional Framework Plan (RFP). The fundamental underpinning of the RFP is its coordination of land use planning and transportation planning. Metro coordinated with local governments and service districts while developing the 2014 RTP. The most intensive efforts were through JPACT, TPAC, MPAC and MTAC, which are all composed primarily of representatives of local governments and service districts. The Staff Report of July 17, 2014, describes this effort in detail.
<u>Goal 3:</u> Agricultural Lands		The RTP applies only within Metro's UGB. Goal 3 does not apply.
<u>Goal 4:</u> Forest Lands		The RTP applies only within Metro's UGB. Goal 4 does not apply.
<u>Goal 5:</u> Natural Resources, Scenic and Historic Areas, and Open Spaces	RTP Policy: Goal 6, Promote Environmental Stewardship Objective 6.1 - Natural Environment Objective 6.5 - Climate Change RFP Policy 3.2.6: Avoid fragmentation and degradation by new transportation projects	The 2014 RTP does not amend the relevant goals and objectives or their implementation. The RTP describes programs, such as the Livable Streets, Trees for Green Streets and Green Streets programs, which aim to protect natural resources. Title 1 of the RTFP connects these programs to street design requirements for local TSPs and subjects street design to the requirements of Title

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		13 (Nature in Neighborhoods) of Metro's Urban Growth Management Functional Plan (UGMFP). Local decisions specifying the locations of transportation facilities and improvements will be made by cities and counties in their TSPs and other land use decisions, which will be subject to local Goal 5 programs that also comply with Titles 3 and 13 of the UGMFP.
<u>Goal 6:</u> Air, Land and Water Resources Quality	RTP Policy: Goal 6, Promote Environmental Stewardship Objective 6.2 – Clean Air Objective 6.3 – Water Quality and Quantity	The 2014 RTP does not amend the relevant goals and objectives or their implementation. The RTP describes programs, such as the Livable Streets and Green Streets programs, that aim to protect natural resources. Title 1 of the RTP connects these programs to street design requirements for local TSPs and subjects street design to the requirements of Titles 3 and 13 of the UGMFP. The conformity determination prepared for the 2014 RTP demonstrates the plan meets the Clean Air Act and other state and federal air quality requirements.
<u>Goal 7:</u> Areas Subject to Natural Disasters and Hazards	RTP Policy: Goal 5, Enhance Safety and Security Objective 5.3 - Terrorism, Natural Disasters and Hazardous Material Incidents	The 2014 RTP does not amend the relevant goals and objectives or their implementation. Safety issues and activities are summarized in Section 1.6 of the RTP. In addition, the policy framework in Section 2.3 of the RTP includes "Goal 5: Enhance Safety and Security," and specific safety and security objectives to increase safety of the transportation system for all users.
<u>Goal 8:</u> Recreational Needs	RTP Policy: Goal 7, Enhance Human Health	Chapter 2 of the RTP describes a network vision for regional bicycle and pedestrian and trail and greenway systems. Chapter 2 is being updated in the 2014 RTP based on the recently completed Regional Active Transportation Plan (ATP), including a new Section 2.5.5 that describes integrated pedestrian and bicycle networks and policies designed to promote active transportation options in the region. The RTP includes existing conditions and future vision maps for biking and

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		walking for each system (Figures 1.20, 1.21, 1.22, 2.18, 2.20).
<u>Goal 9:</u> Economic Development	RFP Policy 1.4: Economic Choices and Opportunities RTP Policy: Goal 2, Sustain Economic Competitiveness and Prosperity	<p>Goal 9 applies to cities and counties, and not to Metro. The 2014 RTP does not amend the relevant goals and objectives or their implementation. The policy component of the RTP is structured around the implementation of the Region 2040 Growth Concept through strategic transportation improvements. As the economic engines of the region's economy, the Portland central city, six regional centers, the region's industrial areas and intermodal facilities are identified as the primary areas for transportation investments (RTP Section 2.2 and Table 2.1).</p> <p>Transportation improvements in these primary components of the 2040 Growth Concept are also guided by a set of functional maps that establish a series of efficient, high-quality motor vehicle, freight, transit, bicycle and pedestrian systems that are similarly designed to reinforce the Growth Concept (RTP Section 2.5).</p> <p>The RTP considers the importance of transportation, particularly the movement of freight, in the region's economy (pp. 1-11 to 1-21). This means ensuring reliable and efficient connections between intermodal facilities and destinations in and through the region to promote the region's function as a gateway for trade and tourism. The regional freight network vision and policies are described in Section 2.5.4 of the RTP.</p>
<u>Goal 10:</u> Housing	RFP Policy 1.3: Housing Choices and Opportunities RTP Policy: Goal 1, Foster Vibrant Communities and Efficient Urban Form Objective 1.2 - Parking Management	<p>The 2014 RTP does not amend the relevant goals and objectives or their implementation. The RTP links transportation to land use planning in a joint strategy to reduce household costs for housing and transportation (see Objective 8.3, p.2-15). The strategy is to provide multi-modal transportation</p>

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	<p>Objective 1.3 - Affordable Housing</p> <p>RTP Policy: Goal 8, Ensure Equity</p> <p>Objective 8.3 - Housing Diversity</p> <p>Objective 8.4 - Reduce household income share to transportation</p>	<p>opportunities to portions of the region with high numbers of cost-burdened households, and to ensure land use regulations allow types and densities of housing along high-frequency transit services.</p>
<u>Goal 11:</u> Public Facilities and Services	<p>RTP Policy: Goal 9. Ensure Fiscal Stewardship</p> <p>Objective 9.1 - Asset Management</p> <p>Objective 9.2 - Maximize return on public investment</p>	<p>The objectives of statewide planning Goal 11 with respect to transportation are more fully articulated by Goal 12. Please refer to findings under Goal 12.</p>
<u>Goal 12:</u> Transportation	<p>RFP Chapter 2, Transportation</p> <p>RFP Policy: 1.10.2, Encourage pedestrian and transit-supportive building patterns</p> <p>RTP Policy: Goals 1 through 10</p>	<p>The 2014 RTP is designed to ensure Metro's continued compliance with Goal 12 and OAR 660 Division 12 (TPR). The fundamental requirement of Goal 12 and the TPR is that the RTP provide a transportation system that is adequate to serve planned land uses. A second basic requirement of the TPR is that the RTP be consistent with adopted state transportation plans. These findings show how the 2014 RTP meets these basic requirements. The attached Supplement addresses the detailed requirements of the TPR.</p>
<u>Goal 13:</u> Energy Conservation	<p>RTP Policy: Goal 6, Promote Environmental Stewardship</p> <p>Objective 6.4 - Energy and Land Consumption</p>	<p>The 2014 RTP helps achieve Goal 13 by planning, requiring local planning for, and investing in transportation systems that reduce reliance on the auto and increase use of other modes. Adoption of new policies from the ATP will contribute to changes in travel behavior by giving priority to completion of regional transit, bicycle and pedestrian systems.</p>
<u>Goal 15:</u> Willamette River Greenway	<p>RTP Policy: Goal 6, Promote Environmental Stewardship</p>	<p>The 2014 RTP does not amend the relevant goals and objectives or their implementation. RTP Goal 6 is achieved through Title 1 of the RTP and by implementation of Titles 3 and 13. Much of the Willamette Greenway in the UGB has been designated "Habitat Conservation Area", subject to Title 13 protections.</p>

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II. Regional Framework Plan Consistency

Regional Framework Plan Policy	Relevant RTP policy	Findings
<u>Policy 1.1</u> : Compact Urban Form	RTP Policy: Goal 1, Foster Vibrant Communities and Efficient Urban Form Objective 1 - Compact Urban Form and Design	The 2014 RTP achieves these policies by planning, requiring local planning for, and investing in transportation systems that reduce reliance on the auto and increase use of other modes. Adoption of new RTP policies from the ATP will promote changes in travel behavior by giving priority to completion of regional transit, bicycle and pedestrian systems.
<u>Policy 1.3.2c</u> : service to Centers and Corridors to support affordable housing	RTP Policy: Goal 1, Foster Vibrant Communities and Efficient Urban Form Objective 1.3 - Affordable Housing RTP Policy: Goal 8, Ensure Equity Objective 8.3 - Housing Diversity Objective 8.4 - Reduce household income share to transportation	The 2014 RTP does not amend the relevant goals and objectives or their implementation. The RTP contains an essential strategy to accomplish RFP Policy 1.3.2c: investment in non-auto modes of transportation in portions of the region with higher numbers of cost-burdened households. The process in the Regional High-Capacity Transit System Plan for selection of investments in high-capacity transit includes criteria that address equity and housing affordability. A result of application of the criteria to potential HCT corridors is that several top tier projects run through areas of high numbers of cost-burdened households. See findings for statewide planning Goal 10.
<u>Policy 1.10.1.c</u> : Urban Design and <u>Policy 1.10.2</u> : Urban Design-encourage pedestrian and transit-supportive building patterns to reduce auto dependence	RTP Policy: Goal 1, Foster Vibrant Communities and Efficient Urban Form	The 2014 RTP achieves these policies by planning, requiring local planning for, and investing in transportation systems that reduce reliance on the auto and increase use of other modes. Adoption of new RTP policies from the ATP will promote changes in travel behavior by giving priority to completion of regional transit, bicycle and pedestrian systems.

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III. Oregon Transportation Plan Consistency

Oregon Transportation Plan Policy	Relevant RTP policy	Findings
<u>Policy 1.1</u> : Development of an Integrated Multimodal System	RTP Policy: Goal 3, Expand Transportation Choices Objective 3.1 – Travel Choices Objective 3.3 – Equitable Access Objective 3.4 – Shipping Choices	The 2014 RTP does not amend the relevant goals and objectives or their implementation. The RTP establishes integrated modal systems for motor vehicles, transit, freight, bicycles and pedestrians through a series of functional classification maps and accompanying visions (RTP Section 2.5). The RTP contains visions for each system, and street design classifications (RTP Section 2.5.1) that serve as the policy tool for integrating these modal systems.
<u>Policy 1.2</u> : Equity, Efficiency and Travel Choices	RTP Policy: Goal 3, Expand Transportation Choices Objective 3.3 – Equitable Access RTP Policy: Goal 8. Ensure Equity Objective 8.1 – Environmental Justice Objective 8.4 – Reduce household income share to transportation	The 2014 RTP does not amend the relevant goals and objectives or their implementation. See findings for statewide planning Goal 10 and RFP Policy 1.3.2c.
<u>Policy 1.3</u> : Relationship of Interurban and Urban Mobility	RTP Policy: Goal 2, Sustain Economic Competitiveness and Prosperity Objective 2.3 Metropolitan Mobility	The 2014 RTP does not amend the relevant goals and objectives or their implementation. The RTP identifies strategies for 24 mobility corridors, which are the principal interurban connections in the region. See Figure 2.3. The strategies explain the function of each corridor in the 2040 Growth Concept and movement of freight and general traffic into and out of the region.
<u>Policy 2.2</u> : Management of Assets	RTP Policy: Goal 9, Ensure Fiscal Stewardship Objective 9.1 – Asset Management Objective 9.2 – Maximize Return on Public	The 2014 RTP does not amend the relevant goals and objectives or their implementation. The Regional Transportation Systems Management and

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	Investment	Operations Plan adopted in 2010 includes an action plan focused on region-wide and mobility corridor-focused investments. A principal objective of the TSMO plan is more efficient use of the region's transportation assets.
<u>Policy 3.1</u> : Integrated and Efficient Freight System	RTP Policy: Goal 2, Sustain Economic Competitiveness and Prosperity Objective 2.3 – Metropolitan Mobility Objective 2.4 – Freight Reliability Objective 2.5 – Job Retention and Creation RTP Policy: Goal 3, Expand Transportation Choices Objective 3.4 – Shipping Choices	The 2014 RTP does not amend the relevant goals and objectives or their implementation.
<u>Policy 3.2</u> : Moving People to Support Economic Vitality	RTP Policy: Goal 2, Sustain Economic Competitiveness and Prosperity Objective 2.1 – Reliable and Efficient Travel and Market Area Access Objective 2.2 – Regional Passenger Connectivity Objective 2.3 – Metropolitan Mobility Section 2.5.5 – Regional Active Transportation Network Vision RTP Policy: Goal 3, Expand Transportation Choices Objective 3.1 – Travel Choices	The 2014 RTP does not amend the relevant goals and objectives or their implementation, except for the addition of new principles and policies from the ATP in Section 2.5.5 that are intended to promote development of a connected, safe, and convenient bicycle and pedestrian network in the region, consistent with OTP Policy 3.2 and its implementing strategies.
<u>Policy 3.3</u> : Downtowns and Economic Development	RTP Policy : Goal 1, Foster Vibrant Communities and Efficient Urban Form Objective 1.1 – Compact Urban Form and Design RTP Policy: Goal 2, Sustain Economic Competitiveness and Prosperity Section 2.5 – Regional System Concepts Section 2.5.1 – Regional System Design and	The 2014 RTP does not amend the relevant goals and objectives or their implementation, except for the addition of new principles and policies from the ATP in Section 2.5.5 that are intended to promote development of a connected, safe, and convenient bicycle and pedestrian network in the region, consistent with OTP Policy 3.3 and its implementing strategies.

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	Placemaking Concept Section 2.5.5 – Regional Active Transportation Network Vision	
<u>Policy 3.4:</u> Development of the Transportation Industry	RTP Policy: Goal 2. Sustain Economic Competitiveness and Prosperity Objective 2.5 – Job Retention and Creation	The 2014 RTP does not amend the relevant goals and objectives or their implementation.
<u>Policy 4.1:</u> Environmentally Responsible Transportation System	RTP Policy: Goal 6, Promote Environmental Stewardship Objective 6.1 - Natural Environment Objective 6.2 – Clean Air Objective 6.3 – Water Quality and Quantity Objective 6.4 – Energy and Land Consumption Objective 6.5 – Climate Change	The 2014 RTP does not amend the relevant goals and objectives or their implementation. See also findings for statewide planning Goals 5, 6 and 13 and RFP Policy 1.1.
<u>Policy 4.2:</u> Energy Supply	RTP Policy: Goal 6, Promote Environmental Stewardship Objective 6.4 – Energy and Land Consumption	The 2014 RTP does not amend the relevant goals and objectives or their implementation. See also findings for statewide planning Goals, 13 and RFP Policy 1.1.
<u>Policy 4.3:</u> Creating Communities	RTP Policy: Goal 1, Foster Vibrant Communities and Efficient Urban Form	The 2014 RTP does not amend the relevant goals and objectives or their implementation. See also findings for statewide planning Goal 12 and RFP Policies 1.1 and 1.3.2c.
<u>Policy 5.1:</u> Safety	RTP Policy: Goal 5, Enhance Safety and Security Objective 5.1 – Operational and Public Safety Objective 5.2 – Crime Objective 5.3 – Terrorism, Natural Disasters and Hazardous Material Incidents	The 2014 RTP includes a minor non-substantive amendment to the language of Objective 5.1 based on a recommendation of the Regional Safety Workgroup. The 2014 also adds text in Section 2.5 describing measures designed to increase safety on streets with four lanes or more and describing the importance of well-designed pedestrian crossings. See also findings for statewide planning Goal 7.
<u>Policy 5.2:</u> Security	RTP Policy: Goal 5, Enhance Safety and Security Objective 5.1 – Operational and Public Safety Objective 5.2 – Crime Objective 5.3 – Terrorism, Natural Disasters and Hazardous Material Incidents	The 2014 RTP includes a minor non-substantive amendment to the language of Objective 5.1 based on a recommendation of the Regional Safety Workgroup. The 2014 also adds text in Section 2.5 describing measures designed to increase safety on

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		streets with four lanes or more and describing the importance of well-designed pedestrian crossings. See also findings for statewide planning Goal 7.
<u>Policy 6.1:</u> Funding Structure	RTP Policy: Goal 9, Ensure Fiscal Stewardship Objective 9.3 - Stable and Innovative Funding	The 2014 RTP does not amend the relevant goals and objectives or their implementation. See also findings for OTP Policy 2.2. The RTP revenue forecast and financial analysis for operations and maintenance costs was based on a thorough evaluation of city and county, ODOT, TriMet and SMART cost projections. The system was developed based on a forecast of expected revenues that was formulated in partnership with the Oregon Department of Transportation, cities and counties in the Metro region, TriMet and the South Metro Area Rapid Transit (SMART) district.
<u>Policy 6.3:</u> Public Acceptability and Understanding	RTP Policy: Goal 9, Ensure Fiscal Responsibility Objective 9.2 Maximize Return on Public Investment RTP Policy: Goal 10, Deliver Accountability Objective 10.1- Meaningful Input Opportunities Objective 10.2 – Coordination and Cooperation	See findings for statewide planning Goal 1. Metro engaged not only its traditional planning partners, through JPACT and TPAC, but also engaged MPAC and MTAC. Metro maintained a full accounting of comments from its partners and responses to the comments in the Comment Log. Three formal public comment periods were held in addition to presentations to stakeholder groups and the regular Metro advisory committee meetings as described in the July 17, 2014, staff report.
<u>Policy 6.5:</u> Triage in the Event of Insufficient Revenue	RTP Policy: Goal 9, Ensure Fiscal Stewardship	The 2014 RTP does not amend the relevant goals and objectives or their implementation.
<u>Policy 7.1:</u> Coordinated Transportation System	RTP Policy: Goal 10, Deliver Accountability	The 2014 RTP does not amend the relevant goals and objectives or their implementation. See also findings for statewide planning Goals 2 and 12 and OTP Policies 1.1; 1.3; and 3.1.
<u>Policy 7.2:</u> Public/Private Partnerships	RTP Policy: Goal 9, Ensure Fiscal Stewardship Objective 9.3 Stable and Innovative Funding	The 2014 RTP does not amend the relevant goals and objectives or their implementation. See also findings for OTP Policy 6.1.
<u>Policy 7.3:</u> Public Involvement and	RTP Policy: Goal 10, Deliver Accountability Objective 10.1 Meaningful Input Opportunities	The 2014 RTP does not amend the relevant goals and objectives or their implementation. See also

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Consultation	Objective 10.2 – Coordination and Cooperation	findings for statewide planning Goal 1 and OTP Policy 6.3.
<u>Policy 7.4</u> : Environmental Justice	RTP Policy: Goal 3. Expand Transportation Choices Objective 3.3 – Equitable Access RTP Policy: Goal 8, Ensure Equity Objective 8.3 Housing Diversity Objective 8.4 Reduce household income share to transportation	The 2014 RTP does not amend the relevant goals and objectives or their implementation. See also findings for statewide planning Goal 10 and OTP Policies 1.2 and 1.3.2c.

IV. Oregon Highway Plan Consistency

Oregon Highway Plan Policy	Relevant RTP policy/RTFP requirement	Findings
<u>Policy 1B</u> – Land use and Transportation	RTP Policy: Goal 1, Foster Vibrant Communities and Efficient Urban Form Objective 1.1 – Compact Urban Form and Design Objective 1.3 - Affordable Housing RTP Policy: Goal 2, Sustain Economic Competitiveness and Prosperity Objective 2.2 – Regional Passenger Connectivity Objective 2.3 – Metropolitan Mobility RTP Section 2.2, Integrated Land Use and Transportation Vision	The acknowledged 2040 Growth Concept provides the land use context for the 2014 RTP, and is shown in Figure 2.1. The Growth Concept establishes compact development as a guiding principle. The Growth Concept also embraces a multi-modal solution to transportation, and links land use designations to specific transportation strategies. A discussion of how the plan implements the Growth Concept is shown in Section 2.2 and Table 2.6 of the RTP. The project list contained in Appendix 1.1 was developed consistent with these policies.
<u>Policy 1C</u> – State Highway Freight System	RTP Policy: Goal 2, Sustain Economic Competitiveness and Prosperity Objective 2.3 – Metropolitan Mobility Objective 2.4 – Freight Reliability Objective 2.5 – Job Retention and Creation RTP Policy: Goal 3. Expand Transportation Choices	See findings for statewide planning Goal 9, OTP Policies 1.1, 3.1 and 3.2.

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	Objective 3.4 – Shipping Choices	
<u>Policy 1F</u> – Highway Mobility Standards	RTP Policy: Goal 2, Sustain Economic Competitiveness and Prosperity Objective 2.1 – Reliable and Efficient Travel and Market Area Access Objective 2.2 – Regional Passenger Connectivity Objective 2.3 – Metropolitan Mobility Objective 2.4 – Freight Reliability Objective 2.5 – Job Retention and Creation	The attached Supplement contains an explanation of compliance of the 2014 RTP with state highway mobility standards in OHP Policy 1F.
<u>Policy 1G</u> – Major Improvements	RTP Policy: Goal 4, Emphasize Effective and Efficient Management of the Transportation System RTP Policy: Goal 9, Ensure Fiscal Stewardship Objective 9.1 - Asset Management Objective 9.2 - Maximize return on public investment	The 2014 RTP highlights the mismatch between needs and resources and prioritizes maintenance and maximization of operational efficiencies of existing transportation facilities (pp. 1-25 to 1-32). The mobility policy described in Table 2.4 provides one measure for identifying deficiencies in the regional transportation system that is complemented by a broader set of measures and system completion policies. The RTP and RTFP call for a well-connected network of complete streets. The RTFP requires local TSPs to do their part in meeting these policies by setting system design standards. The RTFP gives priority to non-SOV solutions to transportation needs over addition of motor vehicle capacity improvements (3.08.220A).
<u>Policy 3A</u> – Classification and Spacing Standards	RTP Policy: Goal 2, Sustain Economic Competitiveness and Prosperity Objective 2.2 – Regional Passenger Connectivity RTP Policy: Goal 4, Emphasize Effective and Efficient Management of the Transportation System Objective 4.1 - Traffic Management	The street design classifications in Table 2.6 and illustrated in Figure 2.5 correlate access policies to implementation of the 2040 Growth Concept. Designs for Throughways (shown in Figure 2.7) correlate to the Interstate and Statewide highway designations in the Oregon Highway Plan, and are consistent with OHP policies for access management and the use of grade-separated intersections. Designs for Arterials (shown in Figure 2.7) address access management for arterial streets in the metropolitan area, and correlate to the District

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		Highway designation in the 1999 Oregon Highway Plan. Access management strategies for driveway and intersection design in these classifications are consistent with the OHP policies. The RTP and RTFP call for a well-connected network of complete streets and strategies to manage access and demand on the system (See RTFP Sections 3.08.110 and 3.08.160). The exact location of medians, driveways and street intersections is determined at the project development phase.
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Supplement to Exhibit D to Ordinance No. 14-1340 Findings

I. Goal 12 and OAR Division 12 (Transportation Planning Rule)

In 2010, Metro adopted a significant overhaul to its Regional Transportation Plan (RTP), entitled the 2035 RTP. Under the federal Clean Air Act, Metro is required to update the RTP every four years to demonstrate continued compliance with air quality standards, which is the primary focus of this 2014 update to the RTP. Unlike the 2035 RTP, the 2014 amendments include few policy changes, and most revisions are of a technical and housekeeping nature. The primary policy changes are located in Chapter 2 and include revisions that strengthen existing policies regarding active transportation, and provide additional detail to reflect recommendations included in the Regional Active Transportation Plan (ATP).

Because the 2035 RTP has been acknowledged by LCDC as compliant with the statewide planning goals and the state Transportation Planning Rule (TPR), these findings focus on describing how the amendments and updates contained in the 2014 RTP ensure continued compliance with applicable state requirements. The fundamental requirement of Goal 12 and the TPR is that the RTP must provide a transportation system that is adequate to served planned land uses. The RTP, together with the local transportation systems in city and county transportation system plans (TSPs), is aimed to serve the land uses planned by the region's 25 cities and metro portions of Clackamas, Multnomah and Washington counties. The Regional Transportation Functional Plan (RTFP) component of the RTP directs how local governments will implement the RTP. The RTP includes a schedule for city and county action, if necessary, to bring their TSPs into compliance with the RTP. The schedule has been coordinated with the local governments and reflects their own planning work programs and the availability of funds for the work.

The 2035 RTP adopted a new outcomes-based framework for regional transportation planning that includes policies, objectives and actions that direct future planning and investment decisions to consider economic, equity and environmental objectives. That approach remains unchanged in the 2014 RTP, which continues to include a broad set of performance targets that are tied to the outcomes that the RTP aims to achieve. The targets and other performance measures included in the plan continue the region's shift away from reliance upon level-of-service as the primary measure for determining transportation needs and success of the plan's strategies. In addition, the RTP commits Metro and its regional partners to continue developing a regional data collection and performance monitoring system to better understand the benefits and impacts of actions called for in the RTP and RTFP.

TPR 0015: Preparation and Coordination of Transportation System Plans

Findings of consistency of the 2014 RTP with the Oregon Transportation Plan and the Oregon Highway Plan are set forth in the table that is included as part of this Exhibit D.

TPR 0020: Elements of Transportation System Plans

The RTP is the "transportation system plan" for the metropolitan region, implementing the LCDC-acknowledged 2040 Growth Concept, and serving as the federal metropolitan transportation plan for the region. The plan establishes a regional network of facilities and services (Chapter 2) to meet overall regional transportation needs (Appendix), and contains policies (Chapter 2, Goals and Objectives), strategies (Appendix), projects (Appendix and p.3-3 to 3-6) and implementing land use regulations for cities and counties (RTFP).

In 2013, the Metro Council adopted the 2040 Household and Employment Forecast Distribution after extensive review and involvement from local governments and Metro advisory committees. The 2040 Household and Employment Forecast Distribution serve as the basis of analysis in the 2014 RTP update. The model was prepared using the MetroScope “Gamma” TAZ Forecast (described in the Appendix) and provides an estimate forecast and distribution of population and employment for the region. The land use assumptions used in this forecast are based on the LCDC-acknowledged 2040 Growth Concept, estimating a modest expansion of the regional urban growth boundary over the planning period that follows the existing state hierarchy for priority lands.

The RTP identifies transportation needs (Appendix - Regional Mobility Strategies) and all feasible solutions (Appendix and p.3-3 to 3-6) based on the expected land use and travel patterns and level of funding assumed for planning period of 2005 to 2035.

First, the plan contains two levels of investments to the components of the overall transportation system:

1. The Federal Priorities set of investments (also known as the “financially constrained” list) for which funding over the planning period is “reasonably anticipated to be available.” This set of investments will serve as the basis for complying with federal law and air quality regulations.
2. The RTP Investment Strategy (also known as the “state” RTP list) includes the Federal Priorities projects plus additional investments that the region is committed to funding if new or expanded revenue sources are secured. The region has deemed this list of investments as “reasonably likely to be funded” under state law. If these improvements are made, the system will support the region’s land use plans and improve system performance as much as feasible. This set of investments is the basis for findings of consistency with the Statewide Planning Goal 12, the Oregon Transportation Planning Rule and the Oregon Transportation Plan and its components.

Second, through adoption of new policies and implementation of them through the RTFP and other mechanisms, the RTP will contribute to changes in travel behavior by promoting development of regional transit, bicycle and pedestrian systems and creating a well-connected arterial, collector and local street network. Third, the RTFP requires local TSPs to do their part in meeting regional and state needs implemented through system design standards in Title 1 and considering regional needs identified in the RTP Appendix during local TSP updates.

The mobility strategies in the Appendix of the RTP set forth overall regional needs and strategies for 24 transportation corridors. These corridors are subareas of the region that include the principal interurban connections in the region and supporting multimodal facilities and services. The strategies explain the function of each corridor in the 2040 Growth Concept and in movement of freight and general traffic into and out of the region. The strategies (and System Maps in Chapter 2 of the RTP: Figure 2.7, Figure 2.10, Figure 2.15, Figure 2.18 and Figure 2.20) identify the general location of existing and new regional transportation facilities and the 2040 land uses that are served by these facilities. The strategies identify transportation needs, projects (by mode) and other necessary actions to address the needs in each corridor.

Chapter 1 and Chapter 2 of the RTP contain an inventory and assessment of existing facilities in the road, freight, transit, bicycle, trail and pedestrian systems, system management and operations,

demand management and regional bridges. As noted above, the plan includes two sets of planned facilities and improvements, the Federal Priorities set of investments and the state RTP Investment Strategy. The analysis of these facilities, existing and planned, describes how the entire system performs when measured against the region's mobility standards and modal targets (Chapter 4).

Bicycles and Pedestrians

The 2014 RTP adopts new policies in Section 2.5 that reflect recommendations included in the Regional Active Transportation Plan, including a new Section 2.5.5 establishing a Regional Active Transportation Network Vision. That section strengthens and expands upon existing active transportation policies and provides additional detail regarding bicycle and pedestrian networks.

TPR 0025: Refinement Plans

The 2014 RTP identifies four mobility corridors (Table 5. 1) for "refinement plans" that comprise seven of the 24 mobility corridors identified in the Appendix. The corridor refinement plans will involve a combination of transportation and land use analysis, multiple local jurisdictions and facilities operated by multiple transportation providers. Metro or ODOT will initiate and lead necessary refinement planning in coordination with other affected local, regional, state and federal agencies. The refinement plans will more thoroughly define the need, mode, function and general location of transportation improvements and programs in the corridor, and consider a range of solutions and strategies to address identified needs (mobility strategies in Appendix). Chapter 5 describes each of the four corridors, sets forth the transportation needs that require further work on need, mode, function and general location, and explains why a refinement plan is needed.

TPR 0030: Transportation Needs

The determination of transportation needs included in the RTP is appropriate and sufficient for the level of decision-making provided in the plan. The needs analysis is based on a 2040 population and employment forecast described in the Appendix and projected traffic volumes compared to capacity of road network and gaps and deficiency analysis for each mode. The forecast drives the determination of future needs, but the determination itself involves examination of the components of the overall system (roads, transit, etc.) in light of the goals and objectives of the RTP.

As part of the 2035 RTP update, Metro published the Atlas of Mobility Corridors, the first of its kind created for this region. The atlas presents current land use and multi-modal transportation data for each of the region's 24 mobility corridors to help planners and decision-makers understand existing system conditions, identify needs and prioritize mobility investments. For each corridor, the atlas provides a general overview that includes location in the region, primary transportation facilities and land use patterns, and an assessment of gaps and deficiencies by travel mode. This information was used to help identify the most cost-effective strategies and investment priorities for each corridor and will serve as a framework for monitoring how well different strategies are working in each corridor over time. The Atlas of Mobility Corridors served as the foundation for the development of mobility corridor strategies for all 24 mobility corridors included in the RTP appendix.

The RTP organizes the needs by mobility corridor in the Appendix and identifies strategies to address the needs. The RTP addresses the needs of the transportation-disadvantaged by emphasizing facilities for transit riders, pedestrians and bicyclists. State transportation needs identified in the state TSP are included in the region's needs, as are needs for the movement of goods and services to support industrial and commercial development planned by cities and counties pursuant to OAR 660-09 and Goal 9 (Economic Development). The RTP, and Regional Freight Plan and TSMO plan, address the needs for the movement of goods and services by

establishing a regional freight network, addressing freight reliability and shipping choices in RTP Goals 2, 3 and 4, and prioritizing investments that optimize the existing transportation system and provide access to centers and employments areas (including industrial areas and freight intermodal facilities).

TPR 0035: System Alternatives

Since adoption by Metro of the 2040 Growth Concept in 1995, the region has aggressively pursued implementation of the land use and transportation vision for this region. The concept calls for higher densities and mixed-use, pedestrian friendly, transit supportive development patterns. The Regional Framework Plan and its component functional plans have implemented the state-acknowledged 2040 Growth Concept. In the 19 years following adoption of the Growth Concept, cities and counties have amended plans and land use regulations to allow mixed-use and higher density development. The region has added three new light rail lines to the high-capacity transit system since adoption of the Growth Concept (with a fourth line scheduled to open in the next year) and frequent service bus lines connecting the Central City and several Regional and Town Centers.

Local governments have been implementing arterial and local street connectivity, completing gaps in the bike and pedestrian system and adopted the parking ratios in Title 4. At the regional level, programs such as the Regional Travel Options (RTO) program, the Transit-Oriented Development (TOD) program and coordination of the application of Intelligent Transportation Systems (ITS) have also supported the 2040 Growth Concept vision. Performance measurement indicates that implementation of the 2040 Growth Concept is yielding good results: modal shares are shifting to the transit, bicycle and pedestrian systems; ridership on bus and light-rail lines in the region increased by 45 percent between 1997 and 2007, nearly twice the percentage growth rate in population, which grew by 20 percent; VMT per capita has fallen significantly in the face of growth in population faster than the national average (pp. 1-51 to 1-64). The region remains committed to the 2040 Growth Concept.

Projects were solicited from county coordinating committees, the city of Portland, TriMet, SMART, the Port of Portland and ODOT. Each project sponsor was requested to identify investment priorities consistent with the RTP policies, and within their sub-regional funding target. Projects and programs were requested to come from plans or studies that had been developed through a public process. The solicitation resulted in more than 1,200 proposed projects with a total estimated cost of roughly \$22 billion.

The 2014 RTP continues to prioritize investment in connectivity of systems and multi-modality and defines a system of investments that is reasonably expected to meet identified needs in a safe manner and at a reasonable cost with available technology, strategies and actions. RTP Goal 1 (p. 2-8) emphasizes a compact urban form, which encourages the use of transit, bicycles and pedestrian systems. Goal 2 (p. 2-8) calls for freight reliability and intermodal connectivity for people and goods, which also encourages the use of transit, bicycles and pedestrian systems. Goal 3 (p. 2-9) calls for expanded travel and shipping choices. Goal 4 (p. 2-9) emphasizes better management of existing systems and value pricing to yield efficiencies to optimize capacity, improve system reliability and reduce emissions. Goal 9 (p. 2-12) calls for maximizing return on investment. All of these goals are implemented through regional investments in the RTP, Regional Flexible Funds process and the requirements for city and county transportation planning in the RTFP. Section 3.08.220A requires cities and counties to consider first those transportation solutions that do not involve new road capacity for motor vehicles.

TPR 0045: Implementation

Section 0045 provides direction to cities and counties, the local governments that adopt and apply comprehensive plans, zoning and land division ordinances, building codes and other land use regulations. The RTP implements the RTP, but it also prescribes standards and criteria for city and county TSPs and land use regulations.

TPR 0050: Project Development

RTP Goal 10 calls for meaningful public input opportunities for interested and affected stakeholders in plan development and review, including people who have traditionally been underrepresented in the transportation planning process. RTP Section 5.3.1 and Section 5.3.2 provide a process for coordinated corridor refinement planning and project development among affected local governments. In addition, Metro's "Public Engagement Guide" (last updated November, 2013) provides policies and procedures for citizen involvement that Metro is expected to follow in the development of plans and projects, including Metro-administered funding, and Metro-led corridor refinement plans and project development activities.

Cities and counties are generally responsible for transportation project development to implement the regional TSP by determining the precise location, alignment, and preliminary design of improvements included in the regional TSP. Title 3 (Transportation Project Development) of the RTP requires cities and counties to specify the general locations and facility parameters of planned transportation facilities. ODOT is responsible for project development activities of state-owned facilities pursuant to OAR 731 Division 15. The specifications must be consistent with the RTP (3.08.310A).

TPR 0055: Timing of Adoption and Update of TSPs

The Metro website (www.oregonmetro.gov/tsp) includes a work plan and compliance schedule for local TSP updates to be consistent with the RTP.

II. Oregon Highway Plan Policy 1F: Mobility Standards

The 2000 RTP included alternative volume-to-capacity-based mobility standards that were approved by the Oregon Transportation Commission and incorporated into the OHP in 2002. See RTP Table 2.4. The 2000 RTP also contained targets for mode shares for non-SOV modes as an alternative measure to the per capita vehicle miles traveled reduction target to measure of the success of the regional transportation system. See Table 2.5. Chapter 4 of the 2014 RTP establishes a system for measurement of the performance of the regional transportation system and evaluates the system using the measures (pp. 4-1 to 4-5). The region's congestion management process will also monitor the region's mobility corridors (Appendix).

The Chapter 4 evaluation finds that certain state highway segments in the system will not meet the mobility standards in OHP Table 7 under Policy 1F.1 of the OHP by 2040, even with the investments to the system proposed in the 2014 RTP (pp. 4-24 to 4-32). In this situation, OHP Policy 1F.5 establishes a different performance standard for the 2014 RTP:

"For purposed of preparing...transportation system plans, in situation where the volume to capacity ratio for a highway segment is above the standards in...Table 7...and transportation improvements are not planned within the planning horizon to bring performance to standard because of severe environmental, land use or financial constraints, the performance standard for the highway segment shall be to improve performance as

much as feasible and to avoid further degradation of performance where no performance improvements are feasible.”

The RTP and RTFP require a demonstration of progress toward achievement of standards and targets “to improve performance of state highways...as much as feasible and avoid their further degradation.”

The region has identified many more needs than there is funding available to address (Chapter 1, pp. 1-25 to 1-32, Chapter 3, pp. 3-14 to 3-26). The RTP improves performance as much as feasible and implements a number of projects, strategies and actions to avoid their further degradation. The region is not able to fully implement all the projects, strategies and actions called for in the RTP due to significant financial constraints and a lack of public support for more aggressive implementation of strategies, such as tolling, in the region.

The system management policies in the RTP (2014 RTP Section 2.5.6) and resulting projects and programs are intended to maximize the use of existing facilities. The regional congestion management process (CMP) also requires local jurisdictions to consider system management solutions before adding roadway capacity to the regional system (2014 RTP Section 5.4). These provisions are implemented through Goals 4 and 5 in Chapter 2 of the RTP, Title 1 Section 3.08.160 and 3.08.220 of the Regional Transportation Functional Plan, the Regional Transportation System Management and Operations Plan that is a component of the 2014 RTP, and a number of recommended projects and programs, which are listed in the Appendix of the 2014 RTP. The plan also calls for consideration of value pricing in the region to better manage capacity and peak use of the throughway system. While this tool has been successfully applied in other parts of the U.S., it has not been applied in the Portland region to date. The 2009 Legislature directed ODOT to research the application of this tool in the Portland region, and identify a pilot project to further test this strategy (pp. 2-87 to 2-88).

The 2014 RTP includes roughly \$22 billion in investments, representing the level of investment the region’s policymakers’ willingness and commitment to raise new revenue, and as a result are “reasonably likely” to be available during the planning period. As a result of ODOT’s limited resources, the 2014 RTP includes significant local funding contributions to projects of importance to cities and counties on both the interstate and arterial part of the ODOT system (including regional and district highway). More than 50 percent of the planned improvements in the RTP Investment Strategy are assumed to be funded through local revenue sources. State revenues only account for 16 percent of the planned system (Chapter 3, p. 3-20), with the majority of that funding assumed for the Columbia River Crossing Project. Federal revenues account for 17 percent of the funding assumed in the plan. TriMet will implement transit service expansion through the agency’s Five-Year Transit Improvement Plan as transit-supportive land uses are implemented, demand exists and funding allows. RTP projects (in Appendix and on pp.3-3 to 3-6) represent a comprehensive strategy for managing congestion and improving performance as much as feasible. The projects include many system management projects along regional mobility corridors and the supporting arterial system (including access management, improved incident detection, real-time traveler information, and signal timing), implementation of demand management programs such as Transportation Management Associations and the Drive Less Save More Campaign, transit-oriented development projects to encourage transit use, connectivity and retrofits projects for all modes of travel and widening of arterial and highway facilities in the region.

The RTFP requires each city and county to take the actions prescribed in 3.08.230E to help demonstrate that the RTP is consistent with Action 1F.5 of the OHP and to be eligible for a 30 percent trip reduction credit for plan amendments:

1. Parking minimum and maximum ratios in Centers and Station Communities (3.08.410A)
2. Designs for street, transit, bicycle, freight and pedestrian systems consistent with Title 1; and
3. TSMO projects and strategies, including localized TDM, safety, operational and access management improvements (3.08.160); and
4. Land use actions pursuant to OAR 660-012-0035(2).

More specific examples of all feasible actions included in the RTP and RTFP pursuant to OHP Policy 1.F5 include:

- Providing a network of local streets, collectors and arterials to relieve traffic demand on state highways and to provide convenient pedestrian and bicycle ways (RTP Chapter 2; RTFP Sections 3.08.110, 3.08.130, 3.08.140 and 3.08.220);
- Managing access and traffic operations to minimize traffic accidents, avoid traffic backups on freeway ramps, and make the most efficient use of highway capacity [RTP Chapter 2, Regional TSMO plan and RTFP Sections 3.08.110G, 3.08.160 and 3.08.220A(1)];
- Managing traffic demand, where feasible, to manage peak hour traffic loads on state highways [RTP Chapter 2, Regional TSMO plan and RTFP Sections 3.08.110G, 3.08.160 and 3.08.220A(1)];
- Providing alternative modes of transportation [RTP Chapter 2 and RTFP Sections 3.08.120, 3.08.130, 3.08.140, and 3.08.160, 3.08.220A(2)]; and
- Managing land use to limit vehicular demand on state highways consistent with the Land Use and Transportation Policy (1B) [RTFP Section 3.08.220A(4) and 2040 Growth Concept implementation through the Urban Growth Management Functional Plan]

More specific examples of TSMO actions that can be taken pursuant to 3.08.160 include the following:

- Reconfigure highway and side-street accesses to minimize traffic conflicts at intersections;
- Limit parking near signalized intersections to increase intersection capacity;
- Coordinate and operate traffic signals to improve traffic progression;
- Relocate driveways and improve local road connections to direct traffic away from overburdened intersections and intersections where side-street capacity is limited in order to optimize traffic progression on the state highway.

The Chapter 5 evaluation also finds that the proposed investments will bring the region much closer to the modal targets in the RTP than the “no build” system (pp.4-33 to 5-34). Finally, the evaluation finds that the proposed investments significantly reduce traffic delay on the regional freight network (p. 4-8) and the overall number of congested network miles of congestion (p. 4-24). In light of this evaluation, the RTFP sets mobility and modal share standards and targets for city and county TSPs (3.08.230). More important than these proposed investments toward meeting the Policy 1F.5 performance standards, however, is the region’s past and continued effort to develop a system of compact, mixed-use, pedestrian and transit-supportive communities linked by a multi-

modal transportation system. This growth strategy is proving more successful in shifting trips from SOV to non-SOV modes than efforts in other parts of the U.S.

Building upon the region's atlas of mobility corridors, mobility corridor strategies (Appendix) and the performance measures (Chapter 4) in the RTP, the region's congestion management process (Appendix) will provide a framework for future data collection and plan monitoring for system performance. The data will be used to help assess various strategies for managing congestion in each of the region's mobility corridors. The region's partner agencies and local governments then look for ways to implement appropriate strategies through on-going or new projects in those corridors. As strategies are implemented, a follow-up assessment will be conducted to determine the effectiveness of the improvements.

STAFF REPORT

IN CONSIDERATION OF ORDINANCE NO. 14-1340, FOR THE PURPOSE OF AMENDING THE 2035 REGIONAL TRANSPORTATION PLAN TO COMPLY WITH FEDERAL AND STATE LAW; AND TO AMEND THE REGIONAL FRAMEWORK PLAN

Date: July 17, 2014

Prepared by: John Mermin,
503-797-1747

BACKGROUND

Metro is the regional government responsible for regional land use and transportation planning under state law and the federally-designated metropolitan planning organization (MPO) for the Portland metropolitan area. As the federally-designated MPO, Metro is responsible for updating the Regional Transportation Plan (RTP) every four years. Metro is also responsible for developing a regional transportation system plan (TSP), consistent with the Regional Framework Plan, statewide planning goals, the Oregon Transportation Planning Rule (TPR), and by extension the Oregon Transportation Plan (OTP).

The U.S. Department of Transportation (DOT) and the U.S. Environmental Protection Agency (EPA) approved and acknowledged the last RTP air quality conformity determination on Sept 20, 2010. A new plan demonstrating conformity with the Clean Air Act must be approved and acknowledged by US DOT and US EPA in a formal conformity determination by September 20, 2014, when the current conformity determination expires. Staff is proposing to submit the updated plan to USDOT/EPA by July 24, 2014 to allow time for their review prior to conformity expiring. If the conformity determination expires, the plan is considered to “lapse,” ***meaning that federally-funded transportation improvements could not be obligated during the lapse period.*** This consequence would apply to engineering, right-of-way acquisition or construction of any federally funded or permitted transportation project, except those defined as exempt because they do not have the possibility of increasing vehicle emissions.

Why the RTP matters

The Regional Transportation Plan assesses long-term transportation needs and acts as a blueprint to guide transportation investments in the Portland metropolitan region over the next 25 years. The plan is updated every four years, allowing the region to have both the certainty of long-term goals and the flexibility to respond to new conditions or as information comes to light. The plan sets the course for future transportation decisions and implementation of the region’s land use vision, the 2040 Growth Concept. The plan establishes policies and priorities for:

- travel by motor vehicle, transit, walking and bicycling
- movement of goods and services
- street design and the efficient management of the overall system

Each update to the RTP is shaped by growth forecasts in population, jobs and travel. The plan considers federal, state and local funding for transportation improvements, estimates project costs and proposes funding strategies.

The 2014 RTP includes over 1,200 proposed projects (totaling more than \$22 billion) and two levels of investment to the components of the regional transportation system:

1. The Federal Priorities set of investments (also known as the “financially constrained” list) for which funding over the planning period is “reasonably anticipated to be available.” This set of investments will serve as the basis for complying with federal law and air quality regulations.

2. The RTP Investment Strategy (also known as the “state” RTP list) includes the Federal Priorities projects plus additional investments that the region is committed to funding if new or expanded revenue sources are secured. The region has deemed this list of investments as “reasonably likely to be funded” under state law. If these improvements are made, the system will support the uses in the region’s land use plans and improve system performance as much as feasible. This set of investments is the basis for findings of consistency with the Statewide Planning Goal 12, the Oregon Transportation Planning Rule and the Oregon Transportation Plan.

Scale of 2014 RTP update

An important related project currently underway is the state mandated Climate Smart Communities (CSC) project which is required to be completed by December 2014 and is expected to include major recommendations for the Regional Transportation Plan. Because of the short timeline, limited available resources and overlap with the CSC project, the 2014 RTP work program, adopted by the Metro Council by Resolution No. 14-4527 on September 12, 2013, was scaled to focus on critical policy and project updates needed in the near term, while deferring less urgent or developed issues to the subsequent RTP update (which will also incorporate CSC recommendations).

A major focus of the 2014 RTP update was on meeting state and federal requirements, and incorporating a few regional initiatives including the Regional Active Transportation Plan and Regional Safety Plan. The next RTP update (which will be required to be adopted by 2018) is proposed to be a more expansive effort that involves broader public discussion of plan policies and projects. Projects included in this update were limited to those that have been subject to a previous public process. This approach continues the past cycle of every other update reopening a discussion of the RTP on a more fundamental level.

Summary of 2014 RTP update decision-making process

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 (based on an updated revenue forecast) 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 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 to accept the RTP project list for purpose of air quality conformity determination was received from JPACT and the Metro Council on May 8. Staff subsequently ran the air quality model and determined that the region will meet the standards of the Federal Clean Air Act if it were to build the projects in the

financially constrained system of the RTP. See Resolution No. 14-4534 and accompanying staff report for more detail on the results of the air quality conformity analysis.

Summary of Public Comments on 2014 Public Review Draft RTP

As part of a 45-day public comment period (March 21 – May 5), a tracked-changes and a clean version of the draft RTP document and project list were provided for review at Metro’s website:

www.oregonmetro.gov/rtp. Additionally, community forums were held in Multnomah, Clackamas and Washington Counties. Metro received comments on the RTP through an online survey, emails to staff, and formal letters from advocates, neighborhood associations and local agencies.

Staff made individual recommendations on all comments requesting a specific change to the RTP. See recommendations in Exhibit C of Ordinance No.14-1340. See Attachment 1 to this staff report for the full 2014 RTP Public Comment Report.

Metro also held a 30-day public comment period (May 16 - June15) to seek input on the results of its Air Quality Conformity analysis as well its Title 6 / Environmental Justice assessment. Public Comment reports for the Air Quality Conformity analysis and the Title 6 / Environmental Justice assessment are available within Exhibit A of Resolution No. 14-4534 and Exhibit A of Resolution No.14-4533, respectively.

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.
- 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 “For the Purpose of Amending the 2035 Regional Transportation Plan (Federal Component) and the 2004 Regional Transportation Plan to Comply with Federal and State Law; to add the Regional Transportation Systems Management and Operations Action Plan, the Regional Freight Plan and the High Capacity Transit System Plan; To Amend the Regional transportation Functional Plan and Add it to the Metro Code; To Amend the Regional Framework Plan; and to Amend the Urban Growth Management Functional Plan.
- Resolution No. 10-4150A “For the Purpose of Approving the Air Quality Conformity Determination for the 2035 Regional Transportation Plan and the 2010-13 Metropolitan Transportation Improvement Program” adopted by the Metro Council June 10, 2010.

- Resolution No.13-4456 “For the Purpose of Approving a work program for the 2014 Regional Transportation Plan Update” adopted by the Metro Council September 12, 2013.
- Resolution No. 14-4527 “For the Purpose of Accepting the 2014 Regional Transportation Plan Project List For Purpose of Air Quality Conformity Determination” adopted by the Metro Council May 8, 2014.

3. **Anticipated Effects:** With approval:

- Staff will submit the final RTP and findings to LCDC.
- Staff will submit the final RTP to the U.S. Department of Transportation.

4. **Budget Impacts:** There is no financial impact to approval of this ordinance.

RECOMMENDED ACTION

Staff recommends approval of Ordinance No. 14-1340

MAKING A
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Public comment report for the

.....

Regional Transportation Plan

.....

June 2014

www.oregonmetro.gov/rtp

2014

Metro respects civil rights

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Metro provides services or accommodations upon request to persons with disabilities and people who need an interpreter at public meetings. If you need a sign language interpreter, communication aid or language assistance, call 503-797-1700 or TDD/TTY 503-797-1804 (8 a.m. to 5 p.m. weekdays) 5 business days before the meeting. All Metro meetings are wheelchair accessible. For up-to-date public transportation information, visit TriMet's website at www.trimet.org.

Metro is the federally mandated metropolitan planning organization designated by the governor to develop an overall transportation plan and to allocate federal funds for the region.

The Joint Policy Advisory Committee on Transportation (JPACT) is a 17-member committee that provides a forum for elected officials and representatives of agencies involved in transportation to evaluate transportation needs in the region and to make recommendations to the Metro Council.

The established decision-making process assures a well-balanced regional transportation system and involves local elected officials directly in decisions that help the Metro Council develop regional transportation policies, including allocating transportation funds.

Project web site: www.oregonmetro.gov/rtp

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

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[Click here for Appendix](#)

Introduction

The Regional Transportation Plan is a blueprint that guides investments in the region's transportation system to manage congestion, build new sidewalks and bicycle facilities, improve transit service and access to transit, and maintain freight access. It sets policy and project priorities on a 25-year horizon and is updated every four years.

To meet the requirements of MAP-21, the 2014 RTP public participation plan was designed to ensure early and active public participation throughout the updating process and timely, effective notification prior to major decisions. To help remove barriers to attending meetings, all the public meetings were held at locations served by mass transit. Translators and interpreters were available as needed.

Metro advisory committees—the Transportation Policy Alternatives Committee (TPAC), the Joint Policy Advisory Committee on Transportation (JPACT), the Metro Policy Advisory Committee (MPAC) and the Metro Technical Advisory Committee (MTAC)—were forums for discussion and decision-making by elected officials and their staffs, representing cities and counties of the region, transportation agencies and providers. Three of those committees—TPAC, MPAC and MTAC—have community representatives as regular members, bringing the lay perspective to those discussions and making recommendations on decisions.

Information on RTP developments was provided to the public throughout the update process through electronic news articles and fact sheets available through the Metro website and distributed at meetings and events. The RTP project website posted

information about the update process, with a timeline indicating key decision points and public comment opportunities.

Metro staff worked with cities, counties, and agencies such as TriMet and the Port of Portland on targeted outreach and communication efforts to address specific needs of each agency or jurisdiction and to facilitate collaboration among the agencies and jurisdictions in the RTP process. Throughout the process, staff presented to standing County Coordinating Committees (as well as their technical advisory committees), the Southwest Washington Regional Transportation Council as well as leading several joint MTAC/TPAC workshops covering various topics:

- Two workshops focused on updating RTP revenue projections (July 23, 2013 and September 9, 2013).
- A workshop focused on updates to Metro's regional travel demand model (August 21, 2013).
- A workshop focused on demographic/economic trends as well as draft policy edits for Safety and Active transportation (September 11, 2013).
- A workshop focused on travel trends and an overview of the RTP project solicitation process (September 23, 2013).
- A workshop focused on transportation system performance / modeling results (March 17, 2014).

On March 21, 2014, the review draft of the 2014 RTP was posted on Metro's website for viewing or downloading. Printed copies and electronic copies on CD were available on request and were distributed to, Metro

advisory committee members. This marked the start of a formal 45-day public comment period that ended on May 5, 2014.

This public comment report summarizes the engagement activities surrounding and comments received during the 45-day comment report of March 21 through May 5, 2014. Metro staff created a log of substantive comments, with responses recommending

actions on suggested changes. Substantive comments, testimonies and supporting material submitted as part of the comment period are provided to Metro Councilors, TPAC, JPACT, MTAC and MPAC for review as part of the 2014 Regional Transportation Plan decision-making process.

Summary of engagement

The March 21 through May 5 comment period for the RTP was expanded to include questions related to the work for the Active Transportation Plan, the Regional Active Transportation Plan, the 2015-18 Metropolitan Transportation Improvement Program, and the Climate Smart Communities Scenarios Project. 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. See Appendix A for copies of these ads.

Outreach elements

During the March 21 through May 5 comment period, Metro received comments through an online tool and questionnaire that focused on

soliciting comments from the general public, an online questionnaire a more detailed and specific questionnaire focused on the RTP itself, and via email, letter, phone call and message, and other conversations.

Online tool and questionnaire: Where we live and work and how we get around

The comment period included an online tool and integrated general public focused questionnaire, asking participants about investments needed:

- for communities where we live and work
- to improve how we get around.

This online tool and questionnaire was designed to be more interactive than typical online questionnaires. The goal was to create a more accessible portal for the general public to let their desires be heard by focusing questions on the challenges faced by and desires of participants rather than trying to explain the programs the responses would inform (i.e., the RTP, ATP, MTIP and Climate Smart Communities Scenarios Project).

During the comment period, Metro received 1,225 responses to this questionnaire. See Appendix A for these questions; see Appendix B for a full report on the responses.

Opportunity to comment specifically on the draft Regional Transportation Plan

Government partners, advocates and other interested parties needed avenues to offer comments on the specific issues raised by 2014 RTP and the 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,

more detailed and specific online questionnaires were offered. See Appendix A for the RTP/ATP-specific questionnaire; see Appendix C for all comments.

The 2014 RTP and ATP online questionnaire received 176 responses. Metro also received additional email, letter, phone call and message, and verbal comments. All substantive comments have been recorded and responded to for the staff recommendation. See Appendix D for staff responses.

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.

Summary of comments

About where we live and work and how we get around

The online tool and integrated general public focused questionnaire asked questions about investments needed:

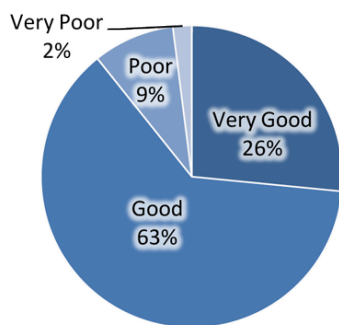
- for communities where we live and work
- to improve how we get around.

Appendix B offers a full report on the responses, which are further summarized for this section. Though the majority of questions were designed to solicit the participants own words, responses were categorized by theme for this summary and the full report.

Quality of life

Generally, people feel that the quality of life in the region is good (63 percent) or very good (26 percent). 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?



When asked what “quality of life” means to them, most participants 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

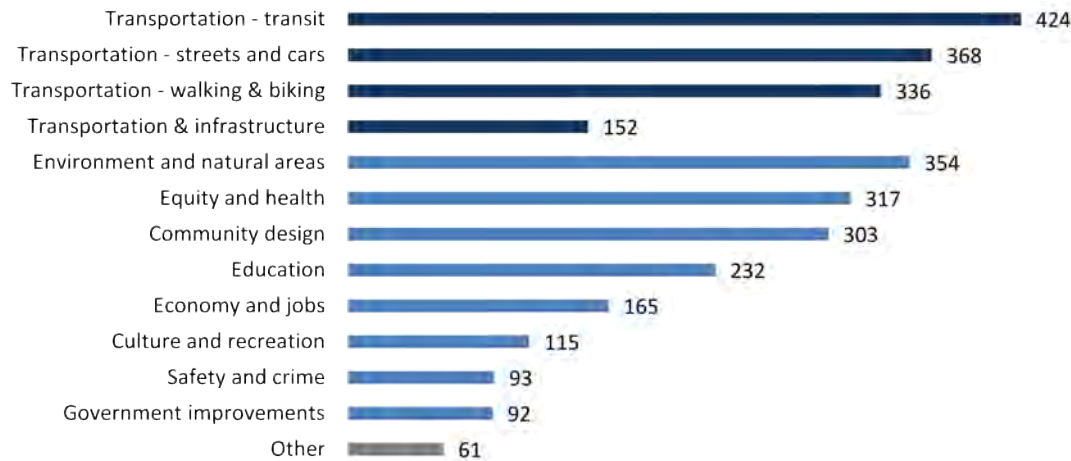
services, opportunity for personal and economic gain, and a variety of options in how they live their life.

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.

Investments where we live and work

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?



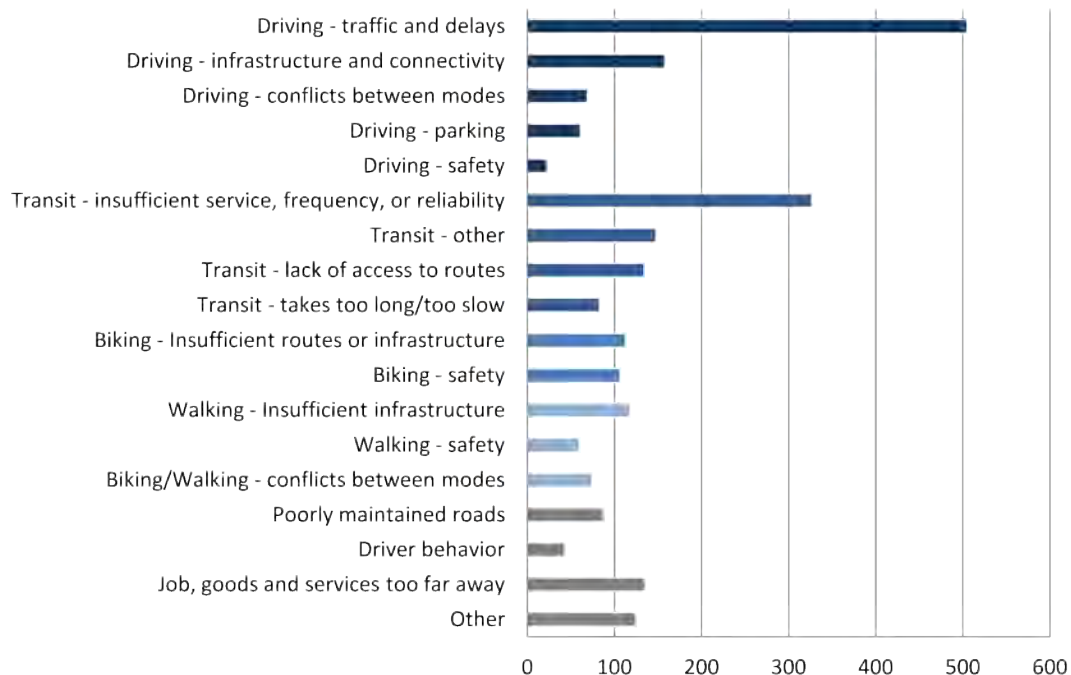
How we get around

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.

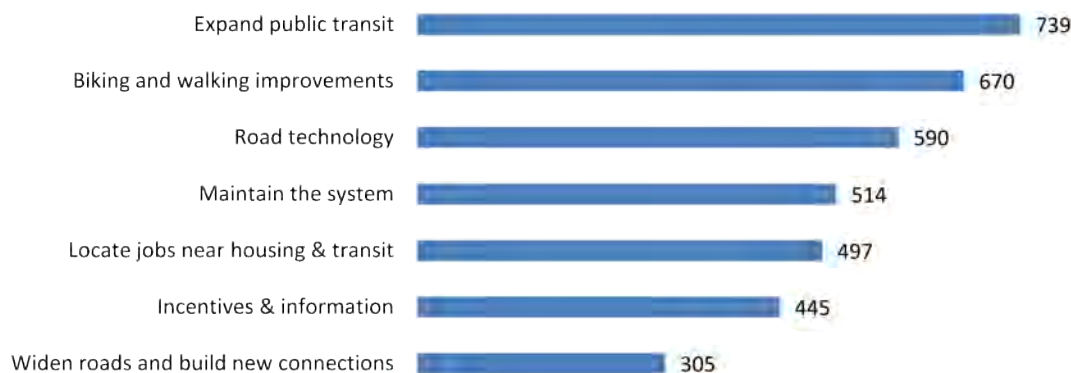
What are the three main challenges you have getting to work, school or to complete errands?



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.

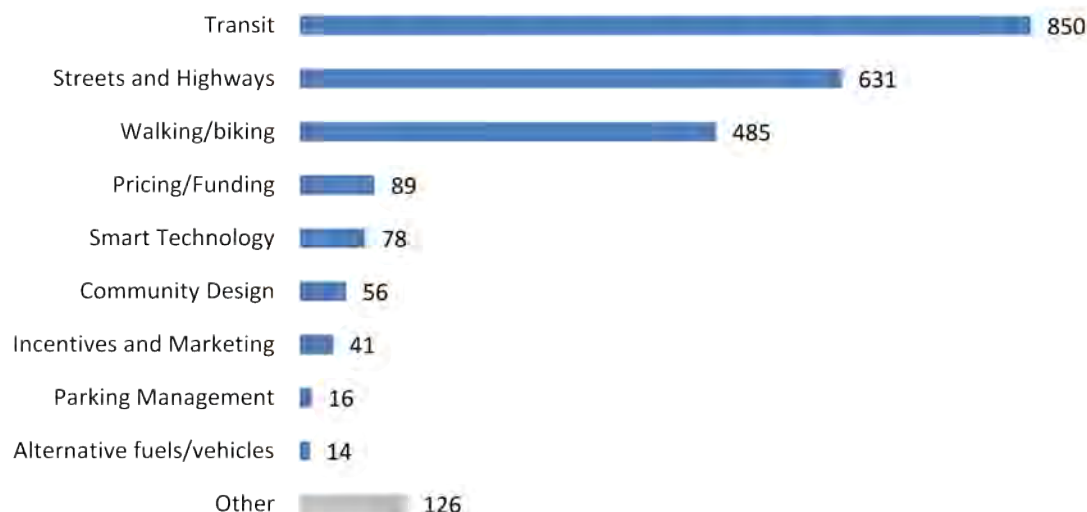
Which strategies do you think the region should invest in to help ease traffic congestion?



Participants were then asked to list three investments they would like to see in our transportation system in the next 10 years. Though each of the following categories below are further broken down in the full report provided in Appendix B, the broad

summary is that people want to see investment in transit (35 percent) and streets and highways (26 percent). Many also want investments to make walking and biking safer and more convenient (20 percent).

What three investments would you most like to see made in our transportation system in the next 10 years?



Finally, participants were asked what else needed to be considered in planning 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.

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

Participants were asked to provide some demographic information. Responses were not required to submit responses to the other questionnaires.

Race/ethnicity Most respondents identified as White/Caucasian (89 percent). The remaining identified as African American/Black (1 percent), Asian or Pacific Islander (2 percent), American Indian/Native American (2 percent), Hispanic/Latino (2 percent), Slavic (2 percent), or some other race (2 percent).

Geography Most respondents said that they live in Multnomah County, 13 percent said they live in Washington County, and 11 percent said they live in Clackamas County.

Resident longevity Participants generally have lived in their community in the region for a long time, with 38 percent over twenty years, and 24 percent between 11 and 20 years.

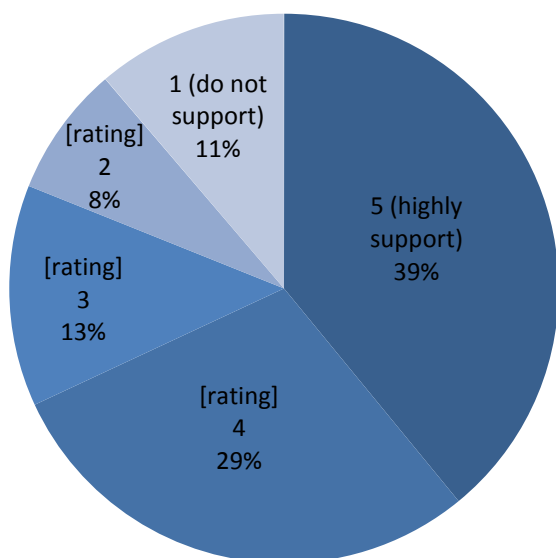
Education Respondents are highly educated, with 34 percent having completed a college degree and 48 percent a post-graduate degree.

In response to the public review draft

Online questionnaire

The RTP/ATP-specific questionnaire highlighted that the 2014 RTP would continue most of the policies, goals and objectives from the 2035 Regional Transportation Plan, adopted in 2010, which reflects goals to develop and maintain a well connected and complete transportation system that serves all users, including pedestrians, bicyclists, transit riders, drivers and freight movers. Of the 169 respondents to this question, 68 percent said they support or highly support this approach.

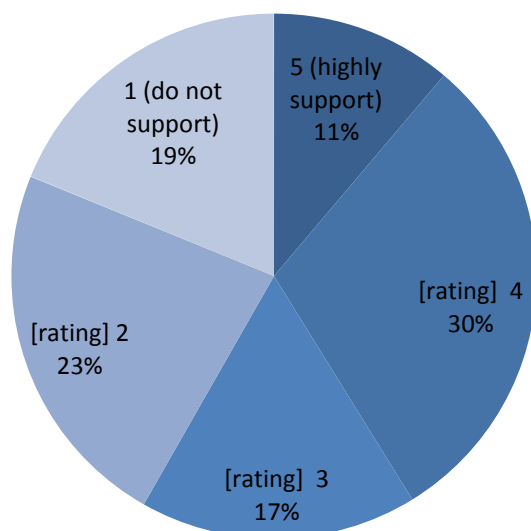
How supportive are you of this general approach?



The questionnaire then summarized the levels of investment by mode by both percent of funding and the percent of total number of projects. Participants were asked to rate whether these percentages reflect the right focus for our capital investments on a scale of one (do not support) to five (highly support).

The 170 respondents to this question were split on their level of support.

Do these percentages reflect the right focus for our capital investments?



The mixed levels of support in the above question were reflected in the two open-ended-questions that were part of this questionnaire. Participants were asked:

- What do you support about or what changes would you make to these priorities?
- What comments do you have on the 2014 Regional Transportation Plan or the Active Transportation Plan?

Since respondents were flexible with their responses, the following chart reflects the themes they expressed in responding to both of the above questions. An individual comment may have reflected more than one theme, which the tallies reflect. Substantive comments (i.e., those that were about the investment levels or policy rather than about the survey format or other procedural issue) were recorded and responded to for the staff recommendation, below.

Comments most often focused on modes, calls to support or to de-emphasize investments in terms of autos, biking and walking, and transit. Though investments in "roads and bridges" and "throughways" were separated for the purposes of expressing the levels of investment, responses combined these as related to auto use. 177 statements were calls to support or to de-emphasize investments by a certain mode. Of these statements:

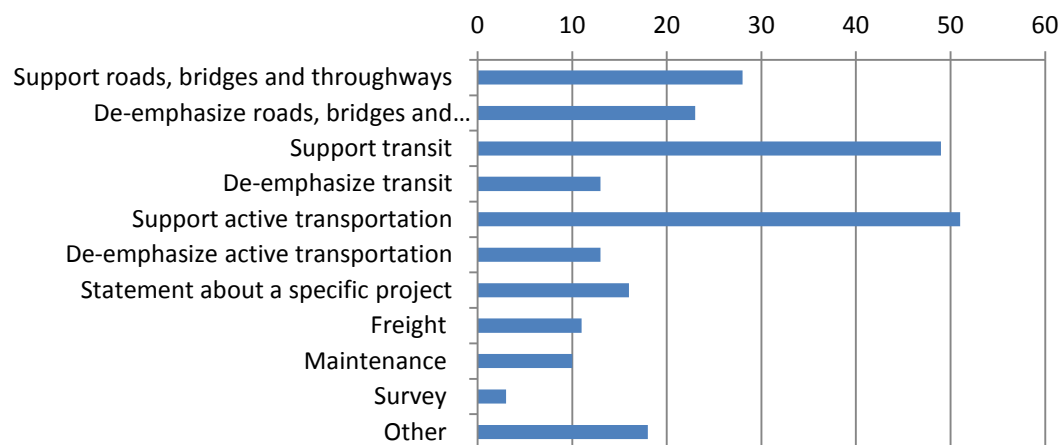
- 28 were for support for roads, bridges and throughways
- 23 were for a de-emphasis on roads, bridges and throughways
- 49 were for support of transit, including those who called for an expansion of the light rail system and those that supported local bus service while decrying further investments in light rail

- 13 were for a de-emphasis on transit
- 51 were for support of active transportation
- 13 were for a de-emphasis on active transportation

In addition:

- 16 respondents made comments on specific projects in the RTP project list or suggested projects to address their concern
- 11 respondents highlighted the need to invest for freight
- 10 respondents called for prioritizing or limiting funding to maintenance
- three respondents expressed frustration with the form of the survey.

Themes expressed in RTP/ATP-specific questionnaire



There were 18 other statements that ranged from calls to spend less, to find new sources of funding, to consider the needs of an aging population, focus on safety in all investments, focus on intelligent transportation systems management and cross-jurisdictional cooperation in transportation system planning as well as issues of regarding traffic

enforcement, land use planning and density, and housing.

Demographic information

Participants who submitted comments via the RTP/ATP-specific online questionnaire were asked to provide some demographic

information. Responses were not required to submit responses to the other questionnaires.

Race/Ethnicity Respondents were encouraged to choose multiple ethnicities, as applicable. At 147 respondents, most identified as White/Caucasian, including most who identified as more than one ethnicity. Other identifications were:

- African American/Black: three respondents
- American Indian/Native American or Alaskan Native: three respondents
- Asian or Pacific Islander: two respondents
- Hispanic/Latino: five respondents
- Slavic: two respondents
- Middle Eastern: one respondent
- Other: six respondents

Age no respondents were 20 years old or younger. Respondents identified their ages as:

- 21 to 35: 31 respondents
- 36 to 50: 49 respondents
- 51 to 65: 61 respondents
- 66 years or older: 29 respondents.

Education The level of education of respondents skewed significantly higher than the regional rates:

- High school degree or less : three respondents
- Some college/technical/community college/2-yr degree: 26 respondents
- College degree/4-yr degree: 57 respondents
- Post graduate: 83 respondents

Income The household income of respondents was slightly more balanced than demonstrated in prior, similar questionnaires:

- Less than \$20,000: 15 respondents
- \$20,000 to \$50,000: 34 respondents
- \$50,001 to \$100,000: 58 respondents
- More than \$100,000: 55 respondents.

Participation on community meetings

Participants were asked how often they participate in community meetings to gauge whether this online outreach was expanding public participation. Over 50 percent of respondents rarely or never attend community meetings:

- Very often: 26 respondents
- Fairly often: 53 respondents
- Rarely: 75 respondents
- Never: 15 respondents

Other comments received

Besides the RTP/ATP-specific questionnaire, Metro received comments via email, letter, phone call and message, and other conversations, including comments from other agencies and local jurisdictions. Most of these comments included requests for changes to listings in the RTP project list. All substantive comments have been recorded and responded to for the staff recommendation.

Community forums

Three community forums were offered during the comment period to allow participants to interact with staff and Metro Councilors on the upcoming decisions, including the 2014 RTP and ATP. These events were promoted as an opportunity to learn about Metro's plans and projects and participate in a wider discussion of what they would like to see in their communities and for our transportation system:

- Multnomah County on April 3 at Madison High School 14 folks attended, with 11 participating in the wider discussion
- Clackamas County on April 9 at Oak Lodge Sanitary District with 14 folks attending and participating in the wider discussion
- Washington County on April 17 at Beaverton library with four people attending and only one participating in the wider discussion.

The first two discussions included lively conversations around transportation priorities and how we should manage growth and development.

The Multnomah County participants spent a lot of time discussing funding sources, with voices advocating for more roadways and less density to address traffic issues. A lot of their perspective focused on transportation funding sources (gas tax), “subsidies” for transit riders, ideas of usage fees for bikes, more expansion to relieve density. The majority of participants stated the desire to expand active transportation facilities and expanded transit service as well as their support for the urban growth boundary.

The Clackamas County Oak Grove conversation spent a lot of time on the opportunities to encourage community benefiting development presented by the new light rail line and Oak Grove station.

Both conversations included advocacy for and against investments for autos, transit and active transportation as well as for and against land use policies such as the urban growth boundary and density.

The final conversation was an intensive conversation with the one participant about the work that Metro does, his support for a balanced approach but highlighting support for robust transit and active transportation systems, and potential ways to approach future outreach.

The discussions ended on the idea that there are a lot of competing interests that decision-makers have to balance. Though attendance was lower than projections, participants expressed that they felt their perspectives were welcome and respected.

Staff recommendations

As mentioned, all substantive comments received during the comment period have been recorded and responded to by Metro staff. See Appendix D for staff responses.

Though some changes have been made to the project list and technical fixes and clarifications for language and maps have been made to the plan, many staff responses include a recommendation of "no specific change proposed." This primarily due to either:

- the comment addressing an issue better handled through local jurisdiction transportation system or other planning effort, such as changes or additions to local jurisdiction project priorities
- the comment requesting a change in policy priorities such as more or less funding for a specific mode.

Those comments addressing issues better handled through have been forwarded to the appropriate jurisdiction to consider during its transportation system plan update or during project development for the specific item in question.

Comments requesting changes in policy will be reserved and considered as part of the development of the 2018 Regional Transportation Plan, which is envisioned as

an opportunity to reassess and calibrate the regional policies of the plan.

Comments requesting a change in funding priorities have demonstrated competing interests that decision-makers have to balance. Taken in aggregate, however, comments advocating for or against investments in certain modes demonstrate the need to take a balanced and measured approach to our regional investments. This is aligned with the Regional Transportation Plan goal of developing and maintaining a well connected and complete transportation system that serves all users, including pedestrians, bicyclists, transit riders, drivers and freight movers. The 2014 RTP project list continues to move the region's system toward this goal.

Overall, the comments seem to reflect a desire to increase investments in transit and active transportation. Since this is not a scientific survey, and the issues are more complex than a simple shift in resources, staff recommends continued conversations regarding transportation priorities, needs and visions both at the local regional levels. The policy conversations in preparation for the 2018 Regional Transportation Plan offers an opportunity for these conversations.

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.

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Tom Hughes

Metro Council

Shirley Craddick, District 1

Carlotta Collette, District 2

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Kathryn Harrington, District 4

Sam Chase, District 5

Bob Stacey, District 6

Auditor

Suzanne Flynn

MAKING A GREAT PLACE



Metro



Metro | Memo

Date: June 30, 2014
To: JPACT, Metro Council and Interested Parties
From: John Mermin, 2014 Regional Transportation plan (RTP) Project manager, Metro
Subject: Addendum to Exhibit A of Ordinance No.14-1340

Attached is an addendum to Exhibit A of Ordinance No.14-1340. The addendum displays edits to the RTP financially constrained project list that were proposed by the City of Portland at the June 27, 2014 Transportation Policy Alternatives Committee (TPAC) meeting. Highlighted text represents updated information.

This addendum is provided for transparency purposes, since these changes were submitted to Metro after the RTP public comment period (March 21– May 5, 2014) ended. TPAC voted to recommend approval of the RTP ordinance with these changes at its June 27, 2014 meeting.

Addendum to Exhibit A for Ordinance No.14-1340

Shaded text displays edits proposed by City of Portland and recommended for approval by TPAC on June 27, 2014

RTP 2014 ID	Lead Agency	Facility Owner/Operator	Project Name	Proposed Project Name	Current Description	Recommended Description	Cost Estimate	Reason for Change
10164	Portland	Portland	South Portal Phase I & II, SW: Intersection Improvements	South Portal Intersection Improvements and Moody Ave Extension	Improve SW Bancroft, SW Moody and SW Bond Streets. Extend Moody/Bond couplet to SW Hamilton St. Realign SW Hood to connect to SW Macadam/SW Hamilton intersection.	Improve the South Portal to the North Macadam District (intersection of Bancroft, Hood, and Macadam) to address safety and capacity issues. Extend SW Moody Ave from Bancroft to Hamilton St to improve circulation within the South Waterfront neighborhood.	\$41,478,000	Clarification of project scope and extent.
10199	Portland	Portland	SE 136th Ave. (Division to Powell): Multimodal Improvements	136th Ave, SE (Division to Foster): Multimodal Improvements	From SE Division Street to SE Powell Boulevard: Improve to 36' curb-to-curb with 2-13' traffic lanes and 2-5' bike lanes; 6" curbs, 9' swales and 6' sidewalks on both sides.	Improve street to provide curbs, sidewalks, swales, and bike lanes from Division to Foster.	\$ 5,000,000	Extension of project scope.
10267	Portland	Portland	Going, N (Interstate - Basin): Bikeway		Design & implement bike lanes.	Design and implement a multi-use path.	\$ 768,000	Project facility type has changed.
11645	Portland	Portland/ODOT	I-84 Bike/Ped Crossing @ 9th Ave	7th/9th/I-84, NE: Pedestrian/Bike Bridge	bike ped bridge over I-84	Construct a pedestrian/bike bridge at NE 7th Ave or NE 9th Ave across Interstate 84.	\$ 8,300,000	Clarification of project scope and extent.
11198	Portland	Portland/ODOT	Portland-Milwaukie Light Rail Active Transportation Enhancements Project		This project currently has two outstanding aspects including a shared-use path in the McLoughlin right-of-way between 17th Avenue and the Springwater Corridor Trail, and a bicycle parking center at the Tacoma/Springwater light rail station.	Construct a shared-use path along SE McLoughlin Blvd from 17th Ave to the Springwater Corridor Trail and build a bicycle parking center at the Tacoma/Springwater light rail station. This project will be coordinated with ODOT to determine the alignment along McLoughlin Blvd.	\$ 8,000,000	Responding to RTP Comment #213
10232	Portland	Portland/ODOT	Flanders, NW (Steel Bridge to Westover): Bicycle Facility		Add bike boulevard from NW 24th Ave to the Steel Bridge, new bike/pedestrian bridge over I-405 on Flanders, connections to bikeways on Vista, 18th, 14th, 13th, Broadway, 3rd, 2nd, Glisan and Everett.	Add bike boulevard from NW 24th Ave to the Steel Bridge, new bike/pedestrian bridge over I-405 on Flanders, connections to bikeways on Vista, 18th, 14th, 13th, Broadway, 3rd, 2nd, Glisan and Everett. This project will be coordinated with ODOT to address potential impacts to the I-405 interchanges, overcrossings and ramps.	\$ 5,392,337	Responding to RTP Comment #214
10235	Portland/ODOT	Portland/ODOT	South Portland Improvements, SW		Reconstruct Naito Pkwy as two-lane road w/bike lanes, sidewalks, left turn pockets, & on-street parking. Includes realignment/regrading at intersecting streets; removal of Barbur tunnel, Ross Is Br ramps, Arthur/Kelly viaduct & Grover ped bridge.	Reconstruct Naito Pkwy as two-lane road w/bike lanes, sidewalks, left turn pockets, & on-street parking. Includes realignment/regrading at intersecting streets; removal of Barbur tunnel, Ross Is Br ramps, Arthur/Kelly viaduct & Grover ped bridge. This project will be coordinated with ODOT and with the Southwest Corridor Plan, and will consider impacts to ODOT facilities including Naito Parkway and the Ross Island Bridge.	\$ 39,695,079	Responding to RTP Comment #214
10171	Portland	Portland	Burnside/Couch, W/NW (Burnside Bridge - NW 15th): Couplet and Street Improvements		Implements a one-couplet design including new traffic signals, widened sidewalks, curb extensions, bike lanes, on-street parking and street trees.	Implements a one-couplet design including new traffic signals, widened sidewalks, curb extensions, bike lanes, on-street parking and street trees. This project will be coordinated with ODOT to address potential impacts to the I-405 interchanges, overcrossings and ramps.	\$ 75,895,353	Response to RTP Comment #214
10299	Portland	ODOT	Lombard, N (I-5 - Denver): Street Improvements		Establish a landscaped boulevard to promote pedestrian-oriented uses and to create a safe, pleasant pedestrian link over I-5 w/ new traffic light and road access to Fred Meyer development.	Establish a landscaped boulevard to promote pedestrian-oriented uses and to create a safe, pleasant pedestrian link over I-5, including a signal or other intersection improvement at Montana & Lombard and an improved pedestrian crossing over I-5. The project will be coordinated with ODOT to address potential impacts to Lombard and the I-5 interchange.	\$ 1,703,242	Responding to RTP Comment #214
NEW	Portland/ODOT	Portland/ODOT		23rd/Vaughn and 20th Ave (Upshur - Thurman), NW: Intersection Improvements and Street Extension		Modify the intersection of NW 23rd Ave & NW Vaughn St and extend NW 20th Ave from Upshur to Thurman in accordance with the Northwest Master Plan for Con-way Site. This project will not be adding auto capacity to the 23rd/Vaughn intersection.	\$ 1,540,000	New project from Conway Master Plan.

Materials following this page were distributed at the meeting.



PROTECTING YOUR
RIGHT TO ROAM

Board of Directors
Aaron Brown,
President
Laura Becker,
Recording
Secretary

July 9, 2014

Joint Policy Advisory Committee on Transportation (JPACT)
Cc: Metro Council
Metro Regional Government
600 NE Grand Ave.
Portland, OR 97232

Members at Large
Steve Bozzone
Derek Ghan
Dan Kaempff
Sara Morrissey
Lidwien Rahman
Kari Schlosshauer

Executive Director
Noel Mickelberry

Dear Members of JPACT,

Oregon Walks is a nonprofit 501 (c) 3 organization dedicated to promoting walking and making the conditions safe, convenient and attractive for everyone. We are writing to ask JPACT to include the revised language from the Regional Safety Plan, proposed by Metro Council, into the Regional Transportation Plan (RTP):

Arterials should include safe crosswalks spaced no more than 530 feet apart (unless there are no intersections, bus stops or other pedestrian attractions), including features such as markings, medians, refuge islands, beacons, and signals, as appropriate.

Oregon Walks' staff and Board Members have been involved in the planning of the Regional Active Transportation Plan (RATP) since 2012, and we believe that this update complements the recommendations within this plan. We strongly endorse the Regional Active Transportation Plan and including language in the RTP that supports safety for pedestrians.

By including this language into the RTP, Metro will be making a commitment to the safety of our most vulnerable roadway users. According to our *Getting Around on Foot Action Plan*, the ability to cross the street is the number one need for people walking and rolling, regardless of age and ability.

Along a corridor, safe crossings must be frequent enough to help a neighborhood to be accessible and those with pedestrian attractions and other trip generators should have the highest priority for funding. This addition would allow a minimum of 10 crosswalks per mile; 530 feet is about the distance of two blocks in Downtown Portland.

Setting the standard for crosswalk placement to improve the ability for pedestrians to safely cross the street addresses this need and sets the stage for broad improvements across the region. This is particularly important, as many sections of our region's population - senior citizens, youth and families - are dependent on walking for daily needs. These groups are increasingly living outside of the central city and rely on a regional network and safe facilities for their daily travel to jobs, schools and places of worship.

We applaud the efforts of Metro to make our communities safe and accessible.

Sincerely,

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

Aaron Brown, Board President
Oregon Walks

DRAFT #6

ODOT REGION 1 TRANSPORTATION COORDINATION TASK FORCE PURPOSE STATEMENT

Following the completion and various presentations of the "Transportation Policy, Communication, and Coordination Assessment Report" dated January 29, 2014 by the Oregon Consensus Program, ODOT Director, Matt Garrett, appointed a task force representing numerous stakeholders throughout Region 1 to develop recommendations to the Oregon Transportation Commission in response to the report.

The Problem

Region 1 is the only area in the state of Oregon without an Area Commission on Transportation (ACT). Stakeholders in some rural areas do not feel adequately represented in transportation planning and funding decisions. Transportation advocates in Clackamas County, especially, have long argued for the establishment of an ACT representing at least the non-MPO areas of the County. Within the Portland Metropolitan Planning Organization (MPO) boundaries, JPACT advises Metro on transportation. JPACT is not, however, a chartered ACT and therefore does not have the same work plan or standing as ACTs throughout the state. Moreover, communication across the ODOT Region is lacking, particularly between the MPO and non-MPO areas regarding their respective transportation needs and the impacts that they have on each other. Finally, there is widespread recognition that funding resources are significantly below the level needed to sustain both maintenance and improvement needs for all modes of transportation throughout the region.

Desired Outcomes

The Task Force expects that their collaborative efforts will result in a recommendation for an improved transportation coordination structure for ODOT Region 1. This structure will likely include the creation of one or more ACTs or ACT-like structures that will achieve the following additional outcomes:

1. The entire region has a representative voice consistent with other ACTs before the OTC, ODOT Modal Committees and ODOT staff.
2. There will be more direct representation from business and community stakeholders in future ODOT transportation planning efforts and project prioritization.
3. There is broader participation in transportation decision making processes.
4. There will be established "communities of interest" around regional transportation subareas where stakeholders are provided a formal means for learning about and participating in regional transportation issues.
5. There is improved understanding about how strategic transportation investments throughout Region 1 can improve economic development opportunities and other quality of life benefits.
6. Communication and coordination is enhanced between the MPO and non-MPO areas of ODOT Region 1.

7. There is improved understanding and communication of existing funding mechanisms, limitations, mandates, and distribution responsibility and criteria.
8. There is enhanced collaboration among transportation stakeholders leading to support for new transportation funding strategies to meet critical local, regional, and statewide needs.
9. Existing transportation planning and policy formation efforts that already work well are not impeded.

To develop a recommendation on a transportation coordination structure for Region 1 that will include the above outcomes, the Task Force will undertake the following tasks:

1. Review the summary and recommendations of the Oregon Consensus Assessment Report and seek additional comments and ideas from task force members [completed].
2. Ascertain the needs and expectations of the Oregon Transportation Commission for an ACT, ACTs, or ACT-like structure within Region 1 [initial charge to the Task Force was delivered by Director Garrett and Karmen Fore, Governor's Policy Advisor on Transportation].
3. Review the ODOT guidance for formation of an ACT and develop a better understanding of the roles and responsibilities of ACTs vs. MPOs.
4. Review the current status and history of prior transportation coordination efforts and STIP Committee formation in Region 1.
5. Examine the history and experiences of other Oregon ACTs and urban/rural areas in other states that established successful transportation coordination processes.
6. Develop a sufficient understanding of existing and potential new levels of transportation funding to better inform the appropriate recommendation for a new ACT or ACT-like structure(s) and determine the expectations for the new structure(s) in carrying out its duties (those expectations could range from information sharing, to collaborative recommendations, to high-level advocacy).
7. Recommend a process for getting public and stakeholder input on proposals for forming an ACT or ACT-like structure(s).
8. Develop recommendations for the essential elements of a proposed charter(s) for submission to the OTC including such items as boundaries, membership composition, staffing, governance structure, administrative funding, etc. Alternatively, recommend other steps for improving ODOT project prioritization and communication within the region.



THE SECRETARY OF TRANSPORTATION
WASHINGTON, DC 20590

July 1, 2014

Mr. Matthew Garrett
Director
Oregon Department of Transportation
355 Capitol Street, NE
Salem, OR 97301

Dear Director Garrett:

I have previously written to let you know of the increasingly urgent state of the Highway Trust Fund. I now write to set forth the cash management procedures to be undertaken by the Federal Highway Administration in the event of a shortfall. Absent Congressional action, we will begin implementing these measures on August 1, 2014.

As I stated in my June 19 letter, the Department will continue to take every possible measure to fully reimburse your State for as long as we can. However, as we approach insolvency, the Department will be forced to limit payments to manage the reduced levels of cash available in the Trust Fund. This means, among other things, that the Federal Highway Administration will no longer make "same-day" payments to reimburse States.

We have attempted to provide states with the most equitable, straightforward approach possible for managing this crisis. To that end, we will distribute incoming funds in proportion to each State's Federal formula apportionment in this fiscal year. In addition, I am requiring the U.S. Department of Transportation to restrict travel and administrative spending until these issues are resolved.

These cash management procedures will begin on August 1, 2014, for programs funded out of the Highway Account, with States receiving notification of their first proportional share on August 11, 2014. This process will be repeated twice a month as additional tax receipts are deposited into the Trust Fund. At the beginning of each semi-monthly cycle, you will receive a new cash allocation. We will continue to administer this process until the Congress can reach a solution that provides adequate resources to the Fund. We may change some aspects of this process should an emergency situation arise or should a change be necessary to further protect the overall safety and efficiency of the national transportation system.

To assist you in this effort, I have asked the Federal Highway Administration to provide specific guidance on how it will implement this cash management plan. These details may be found on the U.S. Department of Transportation's website located at: <http://www.dot.gov/highway-trust-fund-ticker>. We hope this information will help you and your staff manage the process.

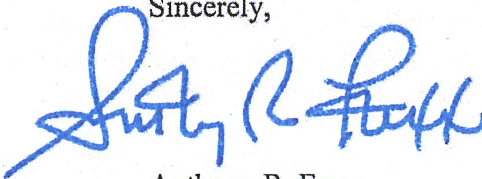
While this letter is specifically directed to State department of transportation officials, I am mindful that some of you either manage or allocate Federal funds to transit agencies within your State. In the event that the shortfall continues into the fall, the Mass Transit Account will also reach a critical point. Should that occur, the Department will be providing specific guidance on the Federal Transit Administration's approach in managing the resources available to transit agencies.

I believe the FHWA cash management plan is a sound one. It treats all States equitably and provides you with as much certainty as we can in a very uncertain situation.

There is still time for Congress to act on a long-term solution. Our transportation infrastructure is too essential to suffer continued neglect, and I hope that Congress will avert this crisis before it is too late. I urge you to stand with me in calling on Congress to ensure the solvency of the Highway Trust Fund while committing itself to a sound, bipartisan, and long-term solution that will ensure the stability of the surface transportation system of our Nation for the next several years.

If I can provide additional information on this matter please feel free to contact me.

Sincerely,

A handwritten signature in blue ink, appearing to read "Anthony R. Foxx", with a stylized, cursive script.

Anthony R. Foxx

Oregon Transportation Forum: Our Platform

The Oregon Transportation Forum's members represent a wide variety of businesses, governments, associations and organizations that care deeply about the safe, efficient and environmentally responsible movement of people and goods to support daily activities and a strong economy.

What's at Stake

Oregon's roads are crumbling. Freight movement faces serious bottlenecks. Many bridges need reinforcement to withstand earthquakes. Our public transit agencies are unable to keep up with demand for service. Some rural communities do not have easy access to essential services. Many Oregonians are unable to safely walk or bicycle in their neighborhoods. Past transportation decisions have failed to adequately consider impacts on public health and the environment. Federal funding is more and more tenuous, and instead of financing new projects, a large portion of current funds must pay off earlier investments.

While transportation is not an end in itself, a safe and reliable transportation system provides a critical foundation for our prosperity and quality of life. It is our responsibility to invest in a better transportation system, immediately and over the long run, to ensure the health and economic wellbeing of our state's residents and communities.

Our Goals

- Put Oregonians to work creating cutting-edge multimodal transportation networks to connect people to jobs, attract new talent, and compete on a global scale.
- Address costly and time-consuming freight bottlenecks and improve connections to ports and freight yards to better serve agriculture, forestry, manufacturing and other key Oregon industries.
- To keep goods and people moving safely and reliably, maintain the transportation system in a state of good repair and increase its resiliency to natural disasters.
- Improve public health and air quality by making our neighborhoods walkable and bikeable and improving access to transit.
- Serve all Oregonians in every part of the state without regard to age, race, disability, or income.
- Reduce transportation-related pollution, preserve our natural environment, and make our transportation system more resilient to the impacts of climate change.

How to Get There

Improve efficiency and safety by repairing and maintaining existing infrastructure

Allowing infrastructure to deteriorate is a far more expensive proposition than maintaining it in the first place. For example, maintaining a road in good condition over time costs less than half the cost of making major repairs once it has deteriorated to poor condition. Moreover, poorly maintained roads create safety risks and cause damage to our vehicles, and deteriorating bridges force trucks to detour

hundreds of miles out of the way. We must repair what's broken and focus on maintaining and preserving our existing transportation assets while ensuring that our transportation is safe for all who use it.

Solve problems with a mix of transportation solutions

When a road is congested, we can help freight and people move more freely by providing transportation options. As one example, light rail carries nearly 1 in 3 rush-hour commuters on the Sunset/Banfield corridor in Portland. The freeways would come to a standstill without that service. We must consider both supply-side and demand-side solutions and keep a broad range of goals (e.g., safety, economic vitality, mobility, and quality of life) in mind as we make decisions about transportation investments.

Be accountable to the people of Oregon

We need to better understand who benefits and who is burdened by transportation decisions and involve Oregonians in the decisions that affect them. Local priorities must be kept in mind while also ensuring the state's transportation system works as a whole.

Look to the future, not the past

Oregon's population is growing, aging and becoming more diverse, and travel patterns are changing. Millennials, and increasingly baby boomers, are showing a strong preference for living in places where they have more transportation options. The trend of driving less that started before the recession is still holding. Emerging technologies are enabling a growing range of new transportation services and efficiencies. Studies are quantifying better health outcomes for residents of pedestrian-friendly communities. New vehicle technologies and fuels are reducing pollution, as is deliberate local planning to reduce greenhouse gas emissions. We need to embrace and appropriately plan for and invest in these welcome changes. We must also adapt to unwelcome changes, such as shoring up coastal transportation infrastructure in the face of rising sea levels and preparing our transportation system for a major earthquake or tsunami.

Provide the resources necessary to keep up with transportation needs

The gas tax, weight-mile fee and vehicle ownership fees have funded our road system well, but two positive trends (more efficient vehicles and less driving) mean we are bringing in less and less in gas tax revenues. We will be forced to develop a new transportation funding system. This system must provide adequate and stable funding not only for roads, but also public transportation, infrastructure for bicycling and walking, and the programs and technologies that improve flow, connectivity and safe use of all modes. This system should encourage efficient use of our transportation infrastructure and the use of clean, fuel-efficient vehicles.

The Oregon Transportation Forum is a private, nonprofit membership organization that encourages full development, maintenance and integration of all transportation modes, including highway, pedestrian, bicycle, air, transit, marine and rail, for the safe and efficient movement of people and products.

Oregon Transportation Forum, 15685 SW 116th Ave. #203, Tigard, OR 97224
www.oregontransportationforum.wordpress.com



Communities of Concern and the 2014 RTP and 2015-18 MTIP



Air Quality and the 2014 RTP and 2015-18 MTIP



2015-18 MTIP Process



Metro | *Making a great place*



Communities of Concern process requirements

- Demographic summary of the region
- Public comment process
- Assessment of disparate impacts
- Avoid, adjust, mitigate, or justify burdens and impacts



Air Quality analysis requirements

- Show future emissions remain less than allowable budget
- Fund minimum of pedestrian and bicycle facilities and transit service (TCMs)



MTIP development requirements

- Implement Public Involvement Policy
- Reflect priorities of the Regional Transportation Plan
- Utilize the Congestion Management Process
- Coordination with ODOT, TriMet & SMART
- Civil rights (Title VI & EJ) assessment
- Air quality conformity
- Demonstration of fiscal constraint



Results: Investment analysis in Communities of Concern

- Investing at higher rate in all communities of concern than the regional average
- 2018 RTP investing at lower rate in areas with concentrated youth than in remainder of region

Results - Air quality emissions analysis

Year	Carbon Monoxide Motor Vehicle Emission Budgets (Budgets are Maximum Allowed Emissions) (pounds/ winter day)	Forecast Carbon Monoxide Motor Vehicle Emissions (pounds/ winter day)
2010	1,033,578	448,398
2017	1,181,341	324,234
2040	1,181,341	290,007



Results - Air quality TCM analysis

- Transit service increasing by 1.85% per year (1% required).
- 4.39 miles of bike facilities funded per year (2.5 miles required).
- 1.13 miles of pedestrian facilities funded per year (.75 miles required)



Results: MTIP Content

- \$1.7 billion of project funding
- Describe compliance with federal planning goals and regulations
- Project funding by phase and year
- Administrative authority



Public Comment Period

- Support for higher level of investments in communities of concern
- Concern about quantitative method to define disparate impact
- CO emissions on the right track but not addressing diesel emissions and air toxics
- 51% supportive of MTIP project mix, 35% not supportive



Next Steps

- Metro Council action on Air Quality and Communities of Concern: July 17
- Metro Council action on MTIP: July 31
- Submission to Governor for inclusion in the 2015-18 State TIP
- Federal approval of State TIP and regional air quality conformity
- Projects may proceed

An orange-tinted map of a city street grid is visible in the background on the left side of the slide.

**Questions and motion to
recommend Metro Council
actions?**



Date: July 8, 2014
To: JPACT Members and Interested Parties
From: Ted Leybold, Transportation Planning Manager
Cliff Higgins, Public Affairs Supervisor
Subject: Supplemental summary of public comment and response

Metro staff met with OPAL director Jonathan Ostar on June 30, 2014 to better understand some of the issues raised in his comment letter. The meeting further clarified his comments on two issues in particular:

1. the use of the 4/5th method in analyzing disparate impacts ,and
2. the method of comparing investments in concentrated communities of concern to a regional average.

In response to these comments, Metro staff has since prepared additional information regarding the Environmental Justice and Title VI assessment of the 2014 Regional Transportation Plan and 2015-18 Metropolitan Transportation Improvement Program. This new information is attached and will be incorporated into the Public Comment and Response portion of the report, found in Appendix D.

The description of edits to the report regarding the 4/5th method has already been incorporated into the report mailed in the JPACT packet. These edits are regarding the description of the methodology and do not change the results or conclusions of the assessment.

The additional analysis provided in regard to comparing investments in concentrated communities of concern relative to the remainder of the regional population, rather than the regional average as a whole, has identified 2014 Regional Transportation Plan investments in concentrated areas of young people at a lower rate than in the remainder of the region. Short-term investments as provided in the 2015-18 MTIP demonstrate higher rates of investments in concentrated areas of youth than in the remainder of the region. Metro staff response to this information is to incorporate further evaluation of the issue in the assessment of the next RTP update. This is consistent and complementary to recommendations already provided in the existing assessment report.

Supplement to Appendix D of the Environmental Justice and Title VI Assessment:

Comment and Response for June 30, 2014 meeting with OPAL Director Jonathan Ostar

Metro staff met with OPAL director Jonathan Ostar on June 30, 2014 to better understand some of the issues raised in his comment letter. The meeting clarified his position and recommended responses on two specific issues:

- a. use of the 4/5ths method to analyze disparate impacts, and
- b. the comparison of investments in communities of concern relative to investments in the remaining regional community rather than in comparison to the regional average as a whole.

Mr. Ostar reiterated his request to remove reference to use of the 4/5ths method as a means of determining disparate impact. He stated that rather than a quantitative indicator of disparate impact, the use of 4/5ths analysis is used in other contexts is as a method to determine an actionable finding of disparate impact.

Metro staff agreed to remove reference to the 4/5ths analysis method as a means of quantitatively indicating a disparate impact, other than noting it as a method that was considered for the quantitative analysis. Staff is comfortable removing this reference as there is no established or definitive method in quantitatively determining a disparate impact for transportation investments. Additionally, the assessment found that both the MTIP and the RTP were investing in communities of concern at a higher rate than in the region as a whole, and as the staff response to previous comments on this issue was to recognize the dissatisfaction with use of this tool and to recommend investigating new methods to quantitatively analyze disparate impacts in future analysis.

Mr. Ostar also clarified that the analysis of investment levels in areas of concentrated communities of concern should be compared to the level of investment in the remaining areas of the region. He said this type of comparison is most consistent with the intent of the Title VI language.

Metro staff was able to utilize the data from the existing assessment and provide an additional comparison of the level of investment utilizing the method advocated by Mr. Ostar. The results of this assessment are provided in the table below.

Utilizing this methodology, the data indicates that for both the 2014 Regional Transportation Plan and for the 2015-18 Metropolitan Transportation Improvement Program, a higher level of investment is being made in concentrated communities of concern than in the remainder of region. The one exception is the rate of investment by the 2014 RTP in concentrated communities of young persons relative to the rest of the region.

Young persons are a group with unique transportation needs that can be underserved in the transportation planning and programming process and were therefore included in the assessment. However, they are not specified as a class that requires assessment or is protected under Title VI.

The assessment indicates that the region is investing in concentrated areas of young persons in the immediate future through committed funding in the 2015-18 MTIP at a higher rate than the remainder of the region. Because the long-range RTP will be updated again prior to the end of these immediate investments programmed in the 2015-18 MTIP, actions to address this lower rate of investment can be addressed through proactive consideration and early assessment of investment levels in the 2018 RTP update. This consideration and assessment would complement current recommendations to update the methods of conducting the civil rights related assessment of transportation investment in the next MTIP and RTP updates. It is, therefore, the recommended course of action.

Communities of Concern in Concentration Comparisons										
	Regional Total Investment	Regionwide Total Population	Regionwide Area	Regional Total Investment Per Person Per Area						
RTP	\$14,204,130,285	1,544,515	714,385	0.01287						
MTIP	\$585,831,499	1,544,515	714,385	0.00053						
	Total investment in areas with concentrated People of Color	Total population in areas with concentrated People of Color (includes POC and Non-POC)	Total area with concentrated People of Color (Acres)	Investment per person/per acre in areas with concentrated POC	Total investment in areas without concentrated People of Color	Total population in areas without concentrated People of Color (includes POC and Non-POC)	Total area without concentrated People of Color (Acres)	Investment per person/per acre in areas without concentrated POC	Investment per person/per acre in areas with concentrated POC relative to areas without concentratd POC	Notes
RTP	\$7,043,369,183	636,948	99,099	0.11159	\$14,092,370,527	907,567	615,286	0.02524	442%	The regional average of people of color in areas of concentrated POC is 45% compared to 14% in areas without a concentration of POC.
MTIP	\$538,430,658	636,948	99,099	0.00853	\$580,439,539	907,567	615,286	0.00104	821%	
	Total investment in areas of concentrated Limited English Proficiency Persons	Total population in areas with concentrated LEP persons (includes LEP and Non-LEP)	Total area with concentrated LEP persons (Acres)	Investment per person/per acre in areas with concentrated LEP persons	Total investment in areas without concentrated Limited English Proficiency persons	Total population in areas without concentrated LEP persons (includes LEP and Non-LEP)	Total area without concentrated LEP persons (Acres)	Investment per person/per acre in areas without concentrated LEP persons	Investment per person/per acre in areas with concentrated LEP persons relative to areas without concentratd LEP persons	Notes
RTP	\$9,076,301,804	605,161	112,704	0.13308	\$12,489,163,080	939,354	601,681	0.02210	602%	The regional average of LEP persons in areas of concentrated LEP persons is 14% compared to 4% in areas without a concentration of LEP persons.
MTIP	\$510,358,655	605,161	112,704	0.00748	\$545,606,226	939,354	601,681	0.00097	775%	
	Total investment in areas of concentrated persons with low income	Total population in areas with concentrated persons with low income (includes low income and non-low income)	Total area with concentrated persons with low income (Acres)	Investment per person/per acre in areas with concentrated persons with low income	Total investment in areas without concentrated persons with low income	Total population in areas without concentrated persons with low income (includes low income and non-low income)	Total area without concentrated persons with low income (Acres)	Investment per person/per acre in areas without concentrated persons with low income	Investment per person/per acre in areas with concentrated persons with low income relative to areas without concentratd persons with low income	Notes
RTP	\$10,619,627,423	699,059	115,160	0.13192	\$ 6,201,348,715	845,456	599,225	0.01224	1078%	The regional average of persons with low income in areas of concentrated low income is 41% compared to 17% in areas without a concentration of low income.
MTIP	\$517,752,815	699,059	115,160	0.00643	\$ 140,387,344	845,456	599,225	0.00028	2321%	
	Total investment in areas of concentrated Young persons	Total population in areas with concentrated Young persons (includes Young and Non-Young)	Total area with concentrated Young persons (Acres)	Investment per person/per acre in areas with concentrated Young persons	Total investment in areas without concentrated Young persons	Total population in areas without concentrated Young persons (includes Young and Non-Young)	Total area without concentrated Young persons (Acres)	Investment per person/per acre in areas without concentrated Young persons	Investment per person/per acre in areas with concentrated Young persons relative to areas without concentratd Young persons	Notes
RTP	\$7,151,269,906	813,310	298,736	0.02943	\$13,941,390,680	731,205	415,649	0.04587	64%	The regional average of Young persons in areas of concentrated young persons is 23% compared to 9% in areas without a concentration of young persons.
MTIP	\$526,600,532	813,310	298,736	0.00217	\$577,158,210	731,205	415,649	0.00190	114%	
	Total investment in areas of concentrated Older persons	Total population in areas with concentrated Older persons (includes Older and Non-Older)	Total area with concentrated Older persons (Acres)	Investment per person/per acre in areas with concentrated Older persons	Total investment in areas without concentrated Older persons	Total population in areas without concentrated Older persons (includes Older and Non-Older)	Total area without concentrated Older persons (Acres)	Investment per person/per acre in areas without concentrated Older persons	Investment per person/per acre in areas with concentrated Older persons relative to areas without concentratd Older persons	Notes
RTP	\$10,701,974,854	553,850	346,769	0.05572	\$13,915,791,562	990,665	367,615	0.03821	146%	The regional average of Older persons in areas of concentrated older persons is 21% compared to 5% in areas without a concentration of older persons.
MTIP	\$529,031,830	553,850	346,769	0.00275	\$582,601,112	990,665	367,615	0.00160	172%	

www.oregonmetro.gov/rtp



Ordinance to adopt 2014 Regional Transportation Plan



JPACT

July 10, 2014

John Mermin, Project manager



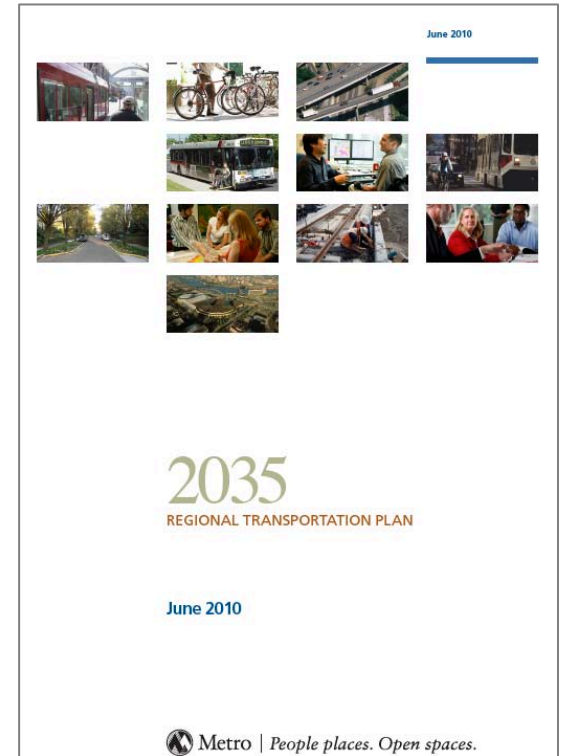
Metro | *Making a great place*

What is an RTP?

- Required for all metropolitan regions
- Long range (20 years +) blueprint – guides regional and local planning
- Meets several federal & state requirements
- Financially constrained list of projects provides threshold for federal funding
- Supports the 2040 Growth Concept & desired outcomes.

Our Timeline

- Required every 4 years
- Current plan expires September 2014
- If plan “lapses” we **cannot obligate any federal transportation funds**



RTP Work program recap...

End of September 2013

- ✓ Project solicitation packet completed
 - ✓ Financial assumptions finalized
 - ✓ Policy updates prepared
 - ✓ Existing conditions “snapshot” completed

End of December 2013

- ✓ Updated project lists submitted to Metro

...RTP work program recap

End of March 2014

- ✓ System performance modeling completed
- ✓ Preview draft plan shared with TPAC & MTAC
- ✓ Draft plan released for public review

May - June 2014

- ✓ Updates to plan based on public comments
- ✓ Air quality modeling & comment period on AQ analysis and EJ/Title 6 assessment
- ✓ Final round of system performance modeling

Next Steps

- Final actions on RTP ordinance
 - June 18 MTAC
 - June 25 MPAC
 - June 27 TPAC
 - July 10 JPACT
 - July 17 Metro Council
- July 18 - Submit RTP to USDOT and DLCD

Materials for your consideration

- Ordinance
- Exhibits A,B,C,D
- Staff report with attached public comment report
- Addendum to Exhibit A
 - City of Portland project list edits
- Supplemental materials
 - Letter from Mayor of Beaverton
 - Memo from JPACT chair

Questions?



John Mermin

503-797-1747

John.mermin@oregonmetro.gov



Date: July 9, 2014

To: JPACT Members and Interested Parties

From: Craig Dirksen, JPACT Chair

Subject: Proposed Amendments to RTP Arterial Street Crossing Policy

Purpose

On July 8, 2014, the Metro Council took action to recommend new language setting regional policy on the spacing of pedestrian crossings on arterial streets. The Council action requests that JPACT consider this proposed language at their July 10 meeting, and consider incorporating it into their final recommendation on the draft 2014 Regional Transportation Plan (RTP).

Background

In 2014, Metro is required to complete a periodic update of the Regional Transportation Plan (RTP) in order to maintain continued compliance with the federal Clean Air Act. The Metro Council and JPACT adopted a work program in September 2013 that recognized this short timeline and limited available resources for completing this update. The 2014 RTP work program was scaled, accordingly, to focus on critical policy and project updates needed in the near term, while deferring less urgent or developed issues to the subsequent 2018 RTP update.

The major focus of this limited scope for the 2014 RTP update has been to meet state and federal requirements, and to incorporate policy recommendations from the Regional Active Transportation Plan (ATP) and Regional Safety Plan. The vast majority of edits to the draft 2014 RTP document are therefore technical or “housekeeping” in nature. The limited number of policy changes (primarily within the Chapter 2 of the draft plan) focus on biking and walking policy updates that stem directly from the ATP and Regional Safety Plans, though these revisions do not represent dramatic changes to regional policy.

In the course of the final public comment period on the draft 2014 RTP, Washington County questioned a new provision within the updated biking and walking policy sections which stated that “regional policy calls for safe crosswalks spaced no more than 530 feet apart” on arterial streets. While this draft language was taken from the Regional Safety Plan, the safety plan had inadvertently overstated “regional policy”, as the only adopted spacing requirement using this numerical standard is for local street spacing in new developments.

Based on this error, Metro staff concurred with the Washington County comment, and recommended dropping the draft language, and reverting to the existing, less prescriptive language guiding major street crossings that already exists in the RTP. The Metro Technical

Advisory Committee (MTAC), Metro Policy Advisory Committee (MPAC) and Transportation Policy Alternatives Committee (TPAC) have since taken action to forward this recommendation to JPACT and the Council.

However, at a Metro Council work session on July 8, members of the Council expressed concern over the change, given the known safety issues that exist for cyclists and pedestrians on the region's arterial streets (as called out in the Regional Safety Plan). In recognition of the fact that the original proposed language was in error, but also in the interest of moving forward on regional safety policy, the Council proposed new policy language that retains the 530-foot spacing provision for pedestrian crossings on arterial streets, and has asked JPACT to consider this amendment in their final action on the draft 2014 RTP.

Proposal

The adopted 2010 RTP contains several provisions guiding street crossings on major streets, including two general provisions to provide "safe crosswalks at regular intervals". The 2010 RTP also includes a more specific guidance for arterial streets designated as mixed-use corridors in the Region 2040 Growth Concept, as follows:

"...corridors should be designed to promote pedestrian travel with such features as wide sidewalks with buffering from adjacent motor vehicle traffic, street crossings at a minimum of 530 feet – though an ideal spacing is 200 to 400 feet where possible (unless there are no intersections, bus stops or other pedestrian attractions), special crossing amenities at some locations, special lighting, benches, bus shelters, awnings and street trees."

This language from the 2010 RTP was carried over to the draft 2014 RTP, and though significantly reformatted to accommodate new language from the ATP and Regional Safety Plan, is unchanged in content. However, these edits included new language that incorrectly stated "regional policy calls for safe crosswalks spaced no more than 530 feet apart". In response to comments from Washington County described previously, a revised version was approved by MTAC, MPAC and TPAC, as follows:

"Regional policy calls for safe crossings of streets and controlled pedestrian crossings on major arterials, including features such as markings, medians, refuge islands, beacons, and signals, as appropriate."

The Metro Council amendment proposed for this section would add the 530-foot spacing standard for pedestrian crossings, as included in the original draft of the 2014 RTP, with the following revised wording:

~~"Regional policy calls for Arterials should include~~ safe crosswalks spaced no more than 530 feet apart (unless there are no intersections, bus stops or other pedestrian attractions), ~~crossings of streets and controlled pedestrian crossings on major arterials,~~ including features such as markings, medians, refuge islands, beacons, and signals, as appropriate.

The Council has asked JPACT to consider this proposed amendment at their July 10 meeting as part of their final action on the draft 2014 RTP.

Implications

The proposed change would amend the RTP policy chapter, and under Oregon's statewide planning requirements, would need to be reflected in local transportation system plans (TSPs) as part of the required local updates triggered by an RTP update. The timeline for these updates is from 1-3 years, based on an implementation schedule developed jointly by Metro and individual local governments in the region.

The Council intent with this proposed amendment is to focus attention on the need for more and better pedestrian crossings on our major streets. For local TSPs this would mean adopting the new regional spacing standard, and in turn, this would influence local transportation project development and funding decisions.

The proposed change also includes several exceptions to the spacing standard where crossings would not necessarily be required. Defining these exceptions would be part of the local TSP review, where specific crossing locations on arterial streets would be identified in order to implement the new regional standard.

Should JPACT entertain this proposed amendment, the committee would need to take action on the proposed change at the July 10, 2014 meeting in order to ensure ongoing conformity with the federal Clean Air Act. It is necessary to adopt the RTP this month in order to meet federal regulatory agencies timelines for reviewing and certifying the adopted plan before it expires on September 20, 2014.

A lapse in conformity with air quality laws is serious, as it would freeze federal transportation funds in the region, potentially interrupting projects under development or under construction at the time of a lapse. The proposed change, itself, would not affect the air quality conformity findings that have already been compiled for the draft 2014 RTP.



Metro | Memo

Date: July 2, 2014
To: JPACT, Metro Council and Interested Parties
From: John Mermin, 2014 Regional Transportation plan (RTP) Project manager, Metro
Subject: Comment received by Mayor of Beaverton on RTP projects

Attached is a letter from the Mayor of Beaverton regarding two RTP projects (#11737 and 11738) submitted by Washington County for the Regional Transportation Plan update.

Since the letter was received outside of the 45-day comment period it is not included in the RTP public comment report (Attachment 1 to the staff report) or comment/response log (Exhibit C to the Ordinance) provided in the JPACT meeting packet. Metro staff is sharing this letter with JPACT for consideration at its July 10 meeting where staff will be asking for a final recommendation on the RTP ordinance.



Mayor's Office

June 30, 2014

Mr. John Mermin
Metro
600 NE Grand Avenue
Portland, OR 97232

RE: Draft 2014 Regional Transportation Plan

Dear Mr. Mermin:

Thank you for the opportunity to comment on the 2014 Regional Transportation Plan (RTP).

At the last MPAC meeting held on June 25th, members were offered the opportunity to comment and review comments from other jurisdictions about the 2014 RTP update. We noted that one of the insertions, number 152, references comments from Washington County requesting that intersection improvements to 185th and Walker Road and 185th and Cornell Road be listed as locations for "potential grade separation at these intersections." The City of Beaverton does not support this change.

As you may know, the City of Hillsboro and the City of Beaverton have different philosophies for moving traffic. Hillsboro supports the efficient movement of large volumes of traffic through their community, while the City of Beaverton is attempting to calm traffic and make much of the City more pedestrian and bicycle friendly. As we all know, changes in traffic patterns in one community have impacts downstream, and the addition of grade separated overcrossings would allow substantially more traffic to be processed.

Further, the intersection of 185th and Cornell is in Hillsboro and even more worrying, the intersection of 185th and Walker straddles the City of Beaverton and the City of Hillsboro. Also worrying is that McKinley Elementary School is located between the intersection of 185th and Cornell Road and the intersection of 185th and Jenkins Road. As you can imagine, additional traffic from the adjacent intersections would adversely impact conditions at the school.

To reiterate, we urge you not to support the inclusion of comment 152, requesting potential grade separation at 185th and Cornell and at 185th and Walker Road as the construction of these projects will adversely impact the City of Beaverton.

Thank you for your consideration.

Sincerely,

Denny Doyle
Mayor



Mayor's Office

July 9, 2014

JPACT Members
Metro
600 NE Grand Avenue
Portland, OR 97232

RE: Draft 2014 Regional Transportation Plan

Dear JPACT Members:

I appreciate the consideration given to my letter to Metro staff dated June 30, 2014. As you know, my comments pertained to the 2014 RTP and the reference to potential grade separations at the intersection of 185th and Walker Road and 185th and Cornell Road.

As mentioned in the letter, the City of Beaverton is working towards making our streets more bicycle and pedestrian friendly by providing more on-street bike paths, providing more mid-block crossings, improving the pedestrian environment at intersections, and other improvements. Our concern is that grade separated overcrossings will generally degrade the bicycle and pedestrian environment by increasing traffic on local streets and more directly, create inhospitable crossing environments at the intersections of 185th at Cornell and Walker Roads.

Taking our concerns into account and the reality that the expense of these structures makes it unlikely that a single grade separated overcrossing will be built for a very long time, if ever, Washington County and the City of Beaverton have worked out compromise language for consideration. For project #11737 (Cornell at 185th Intersection) and #11738 (Walker at 185th Intersection) on the State Aspirational Project list, we propose that the language referring to "potential grade separation" be changed to:

"Prioritize near-term improvements such as signal timing, transit prioritization, traffic operations, monitoring, and specific turn lane configurations. Intersection improvements (and/or other reasonable replacement improvements) are to be implemented and prioritized as funding allows."

"If, after such improvements have been considered and motor vehicle traffic congestion becomes unacceptable, then these intersections could be considered as candidates for grade separation and/or other intersections to meet travel needs."

Thank you again for the consideration.

Sincerely,

Denny Doyle
Mayor