

Agenda

Meeting: Metro Technical Advisory Committee
Date: Wednesday, September 19, 2018
Time: 10:00 a.m. – Noon
Place: Metro Regional Center, Council Chamber

10:00 a.m.	1. Call to Order, Declaration of a Quorum and Introductions	Tom Kloster, Chair
10:05	2. Comments from the Chair and Committee Members	Chair/All
10:15	3. Community Communications on Agenda Items	All
10:20	4. Adoption of the 2018 Regional Transportation Plan and Strategies for Safety, Freight, Transit and Emerging Technology	Kim Ellis, Metro
	Purpose: Make final recommendation to MPAC on proposed changes that respond to public comments received and adoption of the 2018 RTP and the four strategies	
Noon	ADJOURN	

Remaining MTAC meetings for 2018 (MTAC meets the 3rd Wednesday of the month)

October 17
November 21
December 19

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2018 MTAC Work Program

8/22/18

<p>January 17, 2018 <u>Comments from the Chair</u></p> <ul style="list-style-type: none"> Urbanism Next Conference, March 5 – 7 Oregon Active Transportation Summit, March 15 – 16 <p><u>Agenda Items</u></p> <ul style="list-style-type: none"> 2018 RTP: Update on Schedule, Technical Evaluation, Engagement Activities and Regional Leadership Forum #4 <u>Information/Discussion</u> (Ellis/Higgins, 30 min.) Emerging Technologies Strategy : draft policy (Rose, 30 min.) 	<p>February 21, 2018 – Cancelled <u>Comments from the Chair</u></p> <p><u>Agenda Items</u></p>
<p>March 21, 2018 – Meeting cancelled <u>Comments from the Chair</u></p> <p><u>Agenda Items</u></p>	<p>April 18, 2018 <u>Comments from the Chair</u></p> <p><u>Agenda Items</u></p> <ul style="list-style-type: none"> Draft Emerging Technology Strategy (Frisbee, 45 min.) Draft Transit Strategy (Snook, 60 min.) Draft Freight Strategy (Collins, 40 min.)
<p>May 16, 2018 <u>Comments from the Chair</u></p> <p><u>Agenda Items</u></p> <ul style="list-style-type: none"> 2018 Urban Growth Management Decision: Urban Reserve Goal 14 Analysis (Reid/O’Brien, 45 min.) Draft RTP Policy Chapter Changes (focus on goals and objectives) (Ellis, 40 min.) Draft RTP Implementation Chapter (Ellis, 40 min.) 	<p>June 20, 2018 <u>Comments from the Chair</u></p> <p><u>Agenda Items</u></p> <ul style="list-style-type: none"> Presentations from the Cities of Beaverton, Hillsboro, King City, Wilsonville – UGB Applications (30 min. each)
<p>July 18, 2018 <u>Comments from the Chair</u></p> <ul style="list-style-type: none"> 2018 Regional Transportation Plan Public Comment Period Underway <p><u>Agenda Items</u></p> <ul style="list-style-type: none"> 2018 Urban Growth Management Decision: City proposals for UGB expansions (City Readiness Advisory Group discussion of city expansion proposals) 	<p>August 15, 2018 – Meeting cancelled <u>Comments from the Chair</u></p> <p><u>Agenda Items</u></p> <ul style="list-style-type: none">
<p>September 19, 2018 <u>Comments from the Chair</u></p> <p><u>Agenda Items</u></p> <ul style="list-style-type: none"> 2018 RTP Update: Make final recommendation to MPAC on proposed amendments in response to public comments 	<p>October 17, 2018 <u>Comments from the Chair</u></p> <p><u>Agenda Items</u></p> <ul style="list-style-type: none"> Portland’s inclusionary zoning program (Armstrong)
<p>November 21, 2018 <u>Comments from the Chair</u></p> <p><u>Agenda Items</u></p>	<p>December 19, 2018 <u>Comments from the Chair</u></p> <p><u>Agenda Items</u></p>

Parking Lot

- Transportation resiliency

MTAC meets the 3rd Wednesday of the month.

TPAC and MTAC hold a joint work session on the 1st Wednesday of the month.

TPAC meets the 1st Friday of the month.

For agenda and schedule information call 503-797-1562 or e-mail paulette.copperstone@oregonmetro.gov

Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: September 12, 2018
To: Metro Technical Advisory Committee (MTAC) and interested parties
From: Kim Ellis, RTP Project Manager
Subject: Adoption of the 2018 Regional Transportation Plan and Strategies for Safety, Freight, Transit and Emerging Technology – MTAC RECOMMENDATION TO MPAC REQUESTED

PURPOSE

This memo provides draft legislation approving the 2018 Regional Transportation Plan and four strategies for consideration by MTAC. The draft legislation includes draft Regional Framework Plan amendments and Metro staff recommendations that respond to public comments received (Draft Exhibit C (and Supplemental Metro Staff Recommendations) to Ordinance No. 18-1421).

The staff recommendations have been updated from the August 31 recommendations previously provided to MTAC to reflect minor changes discussed and agreed upon on September 7 by Metro staff and the Transportation Policy Alternatives Committee (TPAC). The updates to the 8/31 Metro recommendations are considered friendly amendments and are shown in blue text in Exhibit C.

ACTION REQUESTED ON SEPTEMBER 19

On September 19, staff proposes that MTAC do the following:

1. Identify other possible “discussion items” from the staff recommendations in Exhibit C where changes to the RTP are proposed to respond to public comments.
2. Approve the remaining items not identified for discussion as a "consent items" package for consideration by the Metro Policy Advisory Committee (MPAC) on October 10.
3. Review the “discussion items” individually and approve as MTAC recommendations to MPAC.
4. Approve an overall recommendation to MPAC that includes:
 - the “consent” and “discussion” items, as recommended by MTAC, and
 - adoption of the draft 2018 RTP and four strategies through: Ordinance 18-1421, Resolution 18-4894, Resolution 18-4893, Resolution No. 18-4892 and Resolution No. 18-4869.

PROPOSED MTAC DISCUSSION ITEMS FOR SEPTEMBER 19

On August 29, Metro convened a joint workshop of TPAC and MTAC to review draft Metro staff recommendations that respond to public comments received. On September 7, TPAC identified and discussed several Metro staff recommendations. Technical updates and corrections identified by TPAC and Metro staff as a result of the discussion are shown in blue text in Exhibit C (Summary of Comments Received and Recommended Actions – dated 9/10/18).

Metro staff previously recommended MTAC discuss the comments related to:

- green infrastructure and natural resource protection in items #1, #2, #26, #46, #98, #102, #104 and #105
- Climate Smart Strategy implementation in item #135

To assist MTAC in their deliberation, the following is a summary of TPAC's discussion and preliminary recommendations from their September 7 meeting. TPAC will make its final recommendation to JPACT on October 5.

Highlights from 9/7 TPAC discussion

TPAC Discussion Item 1: Integration of green infrastructure and natural resource protection.

See #1, #2, #26, #46, #98, #102, #104 and #105 in Exhibit C (dated 9/10/18) and Draft Exhibit C Supplemental Metro Staff Recommendations (dated 8/31/18).

TPAC recommended further discussion of these items on October 5 as part of finalizing their recommendation to JPACT. While acknowledging the importance of considering potential environmental impacts of RTP projects, some TPAC members expressed concerns about the extent of the proposed amendments to the RTP policies to respond to public comments and amount of time remaining in the RTP update to adequately discuss the amendments.

Specifically, concerns were raised that the draft design policies may not be comprehensive enough pending completion of the Livable Streets design handbooks update. In addition, some members commented the draft design policies may be too detailed with respect to environmental considerations given that many projects identified in local transportation system plans and the RTP are still very conceptual in nature with regard to location, design elements and timing, and that existing local, state and federal requirements are in place to address environmental protection goals and objectives. It was noted that the table summarizing potential environmental mitigation strategies by resource area (see Table 3.X on pages 6-8 in the Supplemental Metro Staff Recommendations, dated 8/31/18), was too detailed given the conceptual nature of most projects and that something more generalized would be more appropriate. A member expressed that people living in the greater Portland region highly value protection of the natural environment, in part as evidenced by the number of comments in support of strengthening the RTP's goals and policies related to green infrastructure and environmental protection. The member suggested the recommended changes are not detailing specific designs, and would help ensure potential environmental impacts are actively considered throughout planning and project development – a desired outcome expressed through the public comments received and by state and federal resource, wildlife and land management agencies during the consultation process.

To support further TPAC discussion, staff have identified three options for consideration by TPAC on October 5. These options may also be a good starting point for MTAC's discussion and recommendation on better integrating green infrastructure and natural resources protection in the RTP.

Option A: Support 9/10/18 Metro staff recommendations as proposed.

This option results in no change to Metro staff recommendations for #1, #2, #26, #46, #98, #102, #104 and #105 in Exhibit C (dated 9/10/18) and Supplemental Metro Staff Recommendations (dated 8/31/18).

Option B: Support modified version of Metro staff recommendations.

This option results in modifying Metro staff recommendations to reflect some or all of the following:

1. Defer incorporating specific design policies in the 2018 RTP until the next RTP update, pending completion of the Designing Livable Streets guidelines to provide more time to develop and vet specific policies, and add language to section 8.2.2.8 (Complete Streets Program) directing staff to review and update the design policy section of the RTP to reflect updates to the Livable

- Streets designs and best practices handbooks and better integrate green infrastructure and natural resource protection prior to completion of the next RTP update (due in 2023).
2. Remove Table 3.X “Potential Mitigation Strategies by Resource Area,” retaining the more generalized description of potential mitigation strategies provided in the public review draft Appendix F (dated July 20, 2018). In addition, add the following language, “The transportation system planning process provides an opportunity to identify natural resources that could be affected by proposed projects and warrant special consideration during the more detailed project planning process. While specific project designs and mitigation strategies are identified during the project development processes, it is useful to identify potential impacts during the transportation system planning process to better scope project costs and to provide a general understanding of the overall potential impacts of projects in the plan on natural resources. The following are resource areas that should be considered during the planning process to identify potential natural resource impacts, but must be considered during the project development phase.”
 3. Retain draft environmental objectives (as recommended in Comment #1 and 2 in Exhibit C). The draft objectives are consistent with existing regional policy expressed in Title 13 of the Urban Growth Management Functional Plan, the Metropolitan Greenspaces Master Plan, the Nature in Neighborhoods policy in the Regional Framework Plan and the updated RTP Goal 6 (Healthy Environment).
 4. Amend RTP glossary, as recommended in the Supplemental Metro Staff Recommendations (dated 8/31/18), to include the following terms: green infrastructure, mitigation, practicable, resilience, extreme weather events, extreme events, preparedness and adaptation.
 5. Amend Section 3.3.4 to add table describing how green infrastructure can help achieve regional goals, as recommended in the Supplemental Metro Staff Recommendations (dated 8/31/18).

Option C: Defer consideration of all proposed changes for five years to next RTP update.

This option defers consideration of all proposed changes to the next RTP update, due in five years by Dec. 2023, reflecting this is a significant policy item that deserves more time and consideration.

TPAC Discussion Item 2: Climate Smart Strategy implementation and technical findings.

TPAC’s discussion focused on the importance of documenting the technical assumptions and ensuring implementation continued to be a focus following adoption of the 2018 RTP. See #135, #139 and #145 for updated Metro staff recommendations that reflect TPAC’s discussion.

TPAC Discussion Item 3: Chapter 8 implementation next steps.

TPAC’s discussion focused on clarifying how and when jurisdictions and other interested stakeholders will be engaged in scoping future work activities described in Chapter 8, particularly the regional mobility policy update, congestion pricing technical analysis, jurisdictional transfer assessment, corridor refinement planning and investment areas planning. See #15, #101, #155, #156 #172, #178, #179, #187, #197, #224, and #225 for updated Metro staff recommendations that reflect TPAC’s discussion.

TPAC Discussion Item 4: Motor Vehicle Network Policy 3.

TPAC's discussion focused on clarifying the policy applied to existing and new capacity and emphasizes actively managing and optimizing throughway capacity to support mobility for people and goods movement. See #62 for updated Metro staff recommendation that reflects TPAC's discussion.

TPAC Discussion Item 5: Green corridors implementation.

TPAC's discussion focused on requesting more information to better understand the problem this proposed future work activity would address. Updated language is attached per TPAC's request. See #186 for current Metro staff recommendation.

TPAC Discussion Item 6: Miscellaneous technical corrections/clarifications.

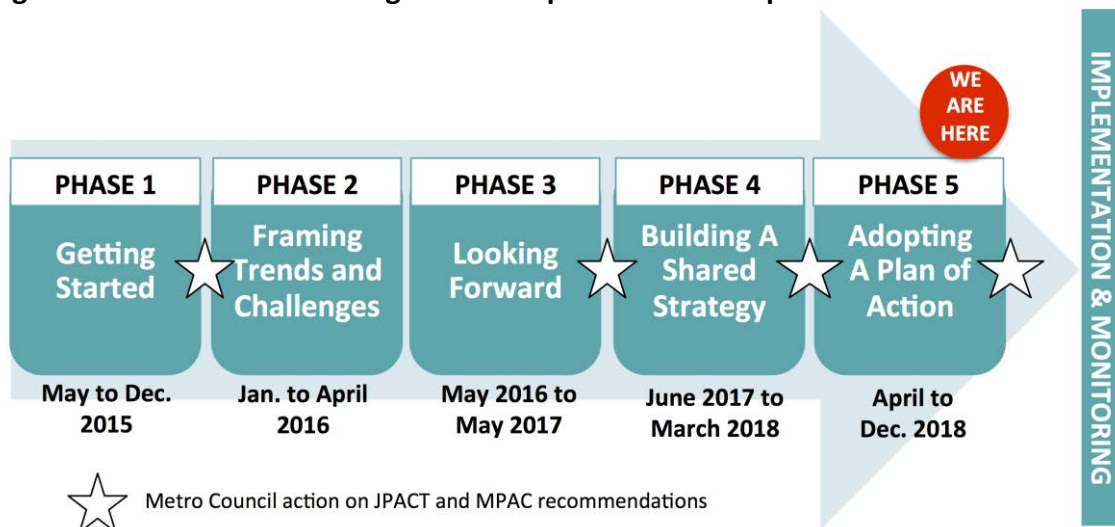
TPAC's discussion focused on a number of clarifications related to how best to document the RTP pilot project evaluation, minor updates to RTP system map designations, citing regional data on health disparities and the addition of Basalt Creek Parkway to Chapter 8 project development activities. See #8, #15, #74, #106, #125, #147, #208 and #256 for updated Metro staff recommendations that reflect TPAC's discussion.

ADDITIONAL BACKGROUND ON THE FINAL ADOPTION PROCESS FOR THE 2018 RTP

The greater Portland region's economic prosperity and quality of life depend on a transportation system that provides every person and business in the region with equitable access to safe, reliable, healthy and affordable travel options. Since summer 2015, the Metro Council has been working with local, regional, state and federal partners and the public to update the region's shared transportation vision and investment strategy for the next 25 years.

Shown in **Figure 1**, the region is in the final adoption phase for the 2018 RTP and draft strategies for freight, transit, safety and emerging technology.

Figure 1. Timeline for 2018 Regional Transportation Plan Update



OVERVIEW OF FINAL PUBLIC COMMENT PERIOD

A final 45-day public comment period was held from Friday, June 29 to Monday, August 13, 2018. Comments were received through August 30. A summary of engagement activities follows.

- **Notifications and notices** – Public notices of the comment period were provided to local neighborhood involvement and community outreach offices and community planning

organizations in Washington County. Notices were published in the Portland Tribune, Gresham Outlook, Beaverton Valley Times, Tigard Times, Clackamas Review and on the Metro website. Notifications were sent to the RTP interested persons list (nearly 1,900 people) in addition to Metro's four regional advisory committees, their respective interested parties and seven technical work groups that were convened to support development of the draft RTP and strategies. Partner agencies and community and business organizations engaged throughout the RTP update posted notifications of the comment period through E-newsletters and other methods to inform their members and interested parties of the comment opportunity.

- **Online survey and public review draft materials** – An online survey, an interactive map of the draft projects and public review drafts of the 2018 RTP, project lists, appendices and four strategies were posted on the 2018 RTP web page at www.oregonmetro.gov/rtp. Members of the public, regional advisory committees, partner agencies and other interested parties were invited to comment on the draft materials. Emails and letters that have been received are included in the packet; limited copies will be available at the workshop. Nearly 900 people responded to the online survey. The final public comment report will document all comments received, including responses to the online survey.
- **Public hearing** – The Metro Council held a public hearing on August 2. The closed caption transcript of hearing testimony will be included in the final public comment report.
- **Consultation** – Metro staff invited four Native American Tribes and several federal, state and local resource, wildlife, land management and regulatory agencies to consult on the public review draft RTP and strategies in accordance with [23 CFR 450.316](#). Metro convened four separate consultation meetings on August 6, 14 and 21 and September 6. Summaries of all consultation meetings will be included in the final public comment report.

Metro staff recommended amendments to the draft RTP and strategies that respond to public comments are attached. The final public comment report will be available electronically in mid-September.

OVERVIEW OF ADOPTION PACKAGE

Adoption of the 2018 Regional Transportation Plan (Ordinance No. 18-1421)

The RTP is a component of the Regional Framework Plan, which is a governing document for the greater Portland region that carries the force and effect of law. When the Metro Council adopts amendments to the RTP or other components of the Regional Framework Plan, it is adopting legislation that must be adopted by ordinance in order to create legally binding requirements on local governments in the region.

The RTP will also be adopted as the federally-recognized metropolitan transportation plan for the region under federal law and the regional transportation system plan for the region under state law.

The draft ordinance, Exhibits B-C and staff report are provided for reference. Printed copies of Exhibit A will be available at the meeting.

- **Ordinance No. 18-1421** For the Purpose of Amending the 2014 Regional Transportation Plan to Comply With Federal and State Law and Amending the Regional Framework Plan
 - **Exhibit A – Public Review Draft 2018 Regional Transportation Plan and Appendices.** Amendments to the RTP document and appendices are documented in Exhibit C, but have not been incorporated in Exhibit A.
 - **Supplement to Exhibit A (2018 RTP Appendices)**
 - Appendix A and B – 2018 RTP Constrained Priorities (2018 to 2040 project lists and maps). This appendix documents the projects that fit within “financially constrained” budget of federal, state and local funds the greater Portland region can reasonably

- expect through 2040, consistent with federal law. These projects are eligible for state and federal funding under federal law.
- Appendix C – 2018 RTP Additional Priorities (2028 to 2040 Strategic project list & map). This appendix documents additional priority projects that could be constructed with additional resources.
 - Appendix D – 2018 RTP Public and Stakeholder Engagement and Consultation. This appendix documents the engagement and consultation process to inform development of the 2018 RTP and comments received during the final public comment period.
 - Appendix E – 2018 RTP Transportation Equity Evaluation. This appendix documents the transportation equity evaluation and related engagement activities conducted to inform development of the 2018 RTP and recommendations for future work.
 - Appendix F – 2018 RTP Environmental Assessment and Potential Mitigation Strategies. This appendix documents the methods and data used to conduct a system-level environmental analysis of the 2018 RTP projects and discusses environmental requirements and potential environmental mitigation strategies.
 - Appendix G – Coordinated Transportation Plan for Seniors and People with Disabilities. Adopted in June 2016 by the TriMet Board, this appendix documents regional planning conducted to assess the transportation needs of seniors and people with disabilities, fulfilling federal requirements for a coordinated human services plan.
 - Appendix H – 2018 RTP Financial Strategy Documentation. This appendix documents the methods and data used to develop the financially constrained revenue forecast for the 2018 RTP.
 - Appendix I – Performance Evaluation Summary Tables. This appendix documents the regional system performance evaluation outputs.
 - Appendix J – Climate Smart Strategy Implementation Monitoring Report. This appendix documents progress implementing the adopted Climate Smart Strategy and the analysis tools and technical assumptions used to forecast future greenhouse gas emissions.
 - Appendix K – 2018 RTP Performance Targets Summary. This appendix documents the region's performance targets.
 - Appendix L – Congestion Management Process Documentation. This appendix documents the region's congestion management process. *This appendix is under development.*
 - Appendix M – Regional Analysis Documentation. This appendix documents travel model assumptions, adopted land use forecast and transportation analysis zone assumptions. *This appendix is under development.*
 - Appendix N through Appendix S – Locally-adopted alternatives, plans and study recommendations. This appendix documents the locally preferred alternatives for Southwest Corridor, Division Transit Project, Sunrise Project, I-5/Columbia River Bridge Replacement and locally-adopted study recommendations for the East Metro Connections Plan and I-5/99W Connector Study.
- **Exhibit B – Regional Framework Plan Amendments** – This exhibit amends the existing Chapter 2 of the Regional Framework Plan with the new goals and objectives included in Chapter 2 of the 2018 Regional Transportation Plan.
 - **Exhibit C – Summary of Comments Received and Recommended Actions** – This exhibit documents substantive comments and recommended amendments to Exhibit A. *Note: This exhibit has been incorrectly labeled as Appendix C in previous advisory committee packets.*

- **Exhibit D – Findings of Fact and Conclusions of Law** - This exhibit includes legal findings that demonstrate consistency of the RTP with federal, state and regional requirements. *This exhibit is under development.*

Adoption of the Strategies for Safety, Freight, Transit and Emerging Technology

The four strategies are primarily guidance documents that provide a vision, policies and recommendations for the region that support implementation of the RTP. Each strategy is being proposed for adoption by resolution because much of each strategy consists of recommendations that do not impose binding obligations on local governments. However, key elements from each of the strategies that will create binding obligations on local governments are being incorporated into the 2018 RTP, including: recommended freight and transit network concepts, system maps that define functional classifications for freight and transit, and policies for safety, freight, transit and emerging technology.

Adoption of the individual strategies by resolution expresses the intent of the Metro Council to support and implement each of the strategies, and is appropriate for strategies that provide guidance and policy direction.

The following draft resolutions and staff reports are provided for reference:

- **Resolution No. 18-4892** For the Purpose of Adopting the 2018 Regional Transit Strategy and Replacing the 2009 High Capacity Transit System Plan
- **Resolution No. 18-4893** For the Purpose of Adopting the 2018 Regional Freight Strategy and Replacing the 2010 Regional Freight Plan
- **Resolution No. 18-4894** For the Purpose of Adopting the 2018 Regional Transportation Safety Strategy
- **Resolution No. 18-4869** For the Purpose of Adopting the 2018 Emerging Technology Strategy

FINAL STEPS

On September 19, MTAC is scheduled to make a final recommendation to MPAC on the Metro staff recommendations and adoption of the RTP. On September 26, MPAC will begin discussion of MTAC's recommendation. MPAC will have an opportunity to finalize its recommendation on October 10.

On September 20, JPACT will receive an update on public comments received, Metro staff recommendations that TPAC has tentatively identified for JPACT discussion and MTAC's recommendation to MPAC.

On October 5, TPAC is scheduled to make a final recommendation to JPACT. JPACT will have an opportunity to consider TPAC's recommendation and finalize its recommendation on October 18.

In November and December, the Metro Council is scheduled to consider MPAC and JPACT's respective recommendations. The Metro Council is scheduled to discuss the policy committee's recommendations on November 6 and hold two public hearings on November 8 and December 6.

On December 6, the Metro Council will consider final action on an ordinance adopting the 2018 RTP and four separate resolutions adopting the strategies for freight, transit, safety, and emerging technology.

A schedule of remaining Council and regional advisory committee discussions and final actions is provided for reference.

Key Dates for Finalizing the 2018 RTP and Strategies

September	9/18	Metro Council	<ul style="list-style-type: none"> Overview of public comments received and Metro staff recommendations in response to public comments
	9/19	MTAC	<ul style="list-style-type: none"> Identify staff recommendations that warrant further discussion by MPAC prior to action Make final recommendation to MPAC on adoption of 2018 RTP and strategies for freight, transit, safety and emerging technology
	9/20	JPACT	<ul style="list-style-type: none"> Overview of public comments received and TPAC discussion topics in response to public comments
	9/26	MPAC	<ul style="list-style-type: none"> Overview of public comments received and MTAC recommendation to MPAC in response to public comments
October	10/5	TPAC	Make final recommendation to JPACT on adoption of 2018 RTP and strategies for freight, transit, safety and emerging technology
	10/10	MPAC	<ul style="list-style-type: none"> Make final recommendation to Council on adoption of 2018 RTP and strategies for freight, transit, safety and emerging technology
	10/18	JPACT	<ul style="list-style-type: none"> Make final recommendation to Council on adoption of 2018 RTP and strategies for freight, transit, safety, and emerging technology
November	11/6	Metro Council	<ul style="list-style-type: none"> Discuss JPACT and MPAC recommendations and provide direction to staff on finalizing adoption package for Council consideration
	11/8	Metro Council	<ul style="list-style-type: none"> Public hearing (1st evidentiary hearing) on Ordinance No. 18-1421
December	12/6	Metro Council	<ul style="list-style-type: none"> Public hearing and consider final action on 2018 RTP (by Ordinance) and strategies for freight, transit, safety and emerging technology (by separate Resolutions)

/attachments

- Draft Legislation for 2018 RTP (Ordinance) and Strategies for Freight, Transit, Safety and Emerging Technology (Separate Resolutions)
- Draft Exhibit B to Ordinance No. 18-1421 | Regional Framework Plan Amendments (9/10/18)
- Draft Exhibit C to Ordinance No. 18-1421 | Metro Staff Recommendations on Public Comments Received (9/10/18)
- Draft Exhibit C Supplemental Metro Staff Recommendations to Respond to Public Comments #2, #46, #98, #102, #104 and #105 (8/31/18)
- Draft Appendix F | 2018 RTP Environmental Analysis and Potential Mitigation Strategies (7/20/18)
- Green Corridors Implementation - updated draft language (9/12/18)

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BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE 2014)	ORDINANCE NO. 18-1421
REGIONAL TRANSPORTATION PLAN TO)	
COMPLY WITH FEDERAL AND STATE LAW	)	Introduced by Chief Operating Officer Martha
AND AMENDING THE REGIONAL	)	Bennett in concurrence with Council
FRAMEWORK PLAN	)	President Tom Hughes

WHEREAS, the Regional Transportation Plan (RTP) is the federally-recognized metropolitan transportation plan for the greater Portland region, and must be updated every five years; and

WHEREAS, the RTP fulfills statewide planning requirements to implement Statewide Planning Goal 12 (Transportation), as implemented through the Transportation Planning Rule and the Metropolitan Greenhouse Gas Reduction Targets 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, Metro's most recent update to the RTP was completed in July 2014 and was approved and acknowledged by U.S. Department of Transportation and U.S. Environmental Protection Agency on May 20, 2015; and

WHEREAS, in December 2015 the Metro Council and the Joint Policy Advisory Committee on Transportation (JPACT) approved the proposed 2018 RTP work program and public participation plan; and

WHEREAS, from May 2015 through 2018, the Metro Council and Metro staff engaged the public, community, and business leaders, and local, regional and state partners to update the RTP, including its vision, goals, objectives, performance measures, policies, projects and strategies; and

WHEREAS, from June 2017 to March 2018, Metro solicited and evaluated projects from local governments, TriMet, South Metro Area Regional Transit (SMART), the Port of Portland, the Oregon Department of Transportation and eligible parks districts pursuant to the updated vision, goals and criteria included in the solicitation materials; and

WHEREAS, in March 2018, the Metro Council requested that jurisdictions meaningfully review and refine their draft project list to the extent practicable to help make more progress on key regional priorities – transportation equity with a focus on race and income, safety, travel options, Climate Smart Strategy implementation and managing congestion; and

WHEREAS, subsequent to evaluation of the revised projects, Metro established the region is making satisfactory progress in implementing the Climate Smart Strategy pursuant to OAR 660-044-0060 and that, while significant progress was made on transit service expansion and the number of transportation safety projects in the RTP, the RTP shows mixed progress on transportation equity and fails to meet mobility standards in the Oregon Highway Plan pursuant to OAR 660-012 and performance targets for reducing freight delay, tripling bike, walk and transit mode share and completing gaps in the regional active transportation network; and

WHEREAS, Metro released the initial draft of the 2018 RTP and Appendices for public review and comment on June 29, 2018; and

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WHEREAS, Metro provided a 45-day public comment period on the draft 2018 RTP from June 29 to August 13, 2018, and received comments through August 30, 2018; and

WHEREAS, the Metro Council held a public hearing on August 2, 2018 to accept public testimony and comments regarding the draft RTP and Appendices; and

WHEREAS, Metro staff invited four Native American Tribes, the Federal Highway Administration, the Federal Transit Administration and other federal, state and local resource, wildlife, land management and regulatory agencies to consult on the public review draft RTP and strategies in accordance with 23 CFR 450.316, and convened four separate consultation meetings on August 6, 14 and 21 and September 6, 2018; and

WHEREAS, the Metro Council, JPACT, the Metro Policy Advisory Committee (MPAC), the Metro Technical Advisory Committee (MTAC), the Transportation Policy Alternatives Committee (TPAC), the Federal Highway Administration, the Federal Transit Administration, local government elected officials and staff, business and community leaders, public agencies, private and non-profit organizations and the public, assisted in the development of the 2018 RTP and provided comment on the RTP throughout the planning process; and

WHEREAS, the 2018 RTP sets the foundation for local transportation plan updates, future region-wide planning efforts, regional efforts to seek future funding and the next RTP update, and defines specific activities for Metro and regional partners to take over the next few years to support the outcomes identified through the RTP update; and

WHEREAS, JPACT and MPAC have recommended approval of the 2018 RTP and Appendices by the Metro Council; and

WHEREAS, the Metro Council held two additional public hearings on the 2018 RTP and its components identified in Exhibit A, Exhibit B, Exhibit C, and Exhibit D, on November 8 and December 6, 2018; now therefore,

THE METRO COUNCIL ORDAINS AS FOLLOWS:

1. The 2014 Regional Transportation Plan is hereby amended to become the 2018 Regional Transportation Plan (RTP), as indicated in attached 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 2018 RTP in Exhibit A.
3. The "Summary of Comments Received and Recommended Actions," attached as Exhibit C, is incorporated by reference and any amendments reflected in the recommended actions are incorporated 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.

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5. Staff is directed to submit this ordinance and exhibits to the Land Conservation and Development Commission (LCDC), including Appendix J, which reports the region is making satisfactory progress in implementing the region's Climate Smart Strategy.
6. The 2018 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 _____ day of _____ 2018.

Tom Hughes, Council President

Attest:

Approved as to Form:

Sara Farrokhzadian, Recording Secretary

Nathan A. S. Sykes, Acting Metro Attorney

STAFF REPORT

IN CONSIDERATION OF ORDINANCE NO. 18-1421, FOR THE PURPOSE OF AMENDING THE 2014 REGIONAL TRANSPORTATION PLAN TO COMPLY WITH FEDERAL AND STATE LAW AND AMENDING THE REGIONAL FRAMEWORK PLAN

Date: September 10, 2018

Prepared by: Kim Ellis, 503-797-1617

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 five 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), the Metropolitan Greenhouse Gas (GHG) Reduction Rule, the Oregon Transportation Plan (OTP), and by extension the Oregon Highway Plan (OHP) and other state modal plans.

We are facing new and longstanding challenges

The greater Portland region is facing global and regional challenges. As more and more people come to our region to enjoy the things that have contributed to our high quality of life, that high quality of life is at risk. Congestion, maintenance needs and safety issues are expected to grow as a half-million more people join the region by 2040.

At the same time, the climate is changing, and we need to continue to work for clean air and clean water. Systemic inequities mean that communities have not equally benefited from public policy and investments, and some perspectives have long been ignored or actively suppressed. The economy is changing, and the pace of technology increasing. Congestion is at an all-time high on our system – a reflection of the pace at which people have moved here as well as where people live relative to where they work. In 2015, only one-third of workers in the region lived and worked in the same city. Meanwhile, the funding gap between the needs of a growing region and an aging system of highways, transit, roads and bridges and an incomplete network of sidewalks, bikeways and transit routes continues to worsen. How we respond to these challenges today will set the course for generations to come.

We have a vision for our future – and for how our transportation system will work

Since summer 2015, Metro has been working with local, regional and state partners and the public to update our region's shared transportation vision and investment strategy for the next 25 years. The updated plan sets out a vision that in the 21st century, our region has a continuously improving economy and shared quality of life with the foundation of a safe, reliable, healthy and affordable transportation system. A system that is well-maintained, environmentally responsible, efficiently moves products to market, and connects all people to the education and work opportunities they need to thrive and prosper.

The plan identifies the region's most urgent transportation needs and priorities for investment in all parts of the system with the federal, state, regional and local funding the region expects to have available through 2040. More than \$42 billion is planned to be invested in the region's transportation system over the next 25 years to serve our future population of over 2 million people. It lays out nearly \$27 billion in funding for maintenance, preservation, and operations of the transportation system. More than \$15 billion is planned for capital projects that optimize and expand the region's highway and transit systems, improve

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access to freight destinations, complete gaps in biking and walking connections and regional trails that provide important access to transit, downtowns, schools, services and other community destinations.

Through the update of this plan we have built new partnerships to bring new voices to the process and focused our efforts to make more near-term progress on these regional priorities – equity, safety, travel options and congestion. The 2018 RTP reflects an updated outcomes-based framework and new policies and strategies for safety, freight, transit, equity, climate leadership and emerging technology that will guide future planning and investment decisions.

The plan includes a broad set of ambitious performance targets that are tied to the outcomes that the RTP is trying achieve. These 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 plan incorporates performance monitoring targets to assess implementation of the Climate Smart Strategy adopted by the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council in 2014. Finally, the plan includes performance monitoring targets for safety, bridge and pavement condition, transit asset condition, congestion, system performance (travel time reliability), freight reliability, mode share and criteria pollutant emissions to satisfy federal transportation performance management requirements.

The 2018 Regional Transportation Plan provides an opportunity to move toward our vision

The plan adopted through this Ordinance will take sustained, focused work from every partner in the region. To successfully implement the plan and make progress toward the plan's vision and goals, new actions, tools, resources and collaboration are needed.

As a result, Chapter 8 of the RTP lays out an action plan of implementation activities that will:

- set the foundation for future planning and regional efforts to seek future funding;
- continue to address growing congestion in a comprehensive manner, consistent with the region's land use and transportation strategy for a compact urban form, improved freight reliability, reduced greenhouse gas emissions and other goals;
- enhance existing analysis tools and methods to more fully quantify (and better understand) the equity, economic, and environmental benefits of investments;
- expand data collection and performance monitoring efforts to include a more comprehensive framework of measures to define success, monitor progress and guide investment priorities and actions needed to achieve the 2040 Growth Concept vision and the region's desired outcomes; and
- ensure investments are equitable and that they protect and enhance the region's economy, quality of life, cultural legacy and natural environment.

Finally, the 2018 RTP has four new system component strategies: a Regional Transportation Safety Strategy (Metro Resolution No. 18-4894); an updated Regional Freight Strategy (Metro Resolution No. 18-4893); a Regional Transit Strategy (Metro Resolution No. 18-4892); and an Emerging Technology Strategy (Metro Resolution No. 18-4869). These strategies more fully articulate the integrated multi-modal regional transportation system and investments needed to improve the operations and efficiency of the existing transportation, improve freight reliability, strategically expand the transit system and shape emerging technology to support 2040 Growth Concept implementation and meet other goals of the RTP.

SUMMARY OF REGIONAL DECISION-MAKING PROCESS

A more detailed summary of the decision-making process and related public participation and engagement activities is provided in **Attachment 1** to the staff report. Metro’s transportation planning activities are guided by a federally mandated decision-making framework known as the metropolitan transportation planning process. Metro’s jurisdictional boundary encompasses the urban portions of Multnomah, Washington and Clackamas counties. Metro’s planning partners include the 24 cities, three counties and affected special districts of the region, ODOT, Oregon Department of Environmental Quality (DEQ), Port of Portland, South Metro Area Regional Transit (SMART), TriMet and other interested community, business and advocacy groups as well as state and federal regulatory agencies such as the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). Metro also coordinates with the City of Vancouver, Clark County Washington, the Port of Vancouver, the Southwest Washington Regional Transportation Council (RTC), C-Tran, the Washington Department of Transportation, the Southwest Washington Air Pollution Control Authority and other Clark County governments on bi-state issues. The Southwest Washington Regional Transportation Council is the federally-designated MPO for the Clark County portion of the Portland-Vancouver metropolitan region.

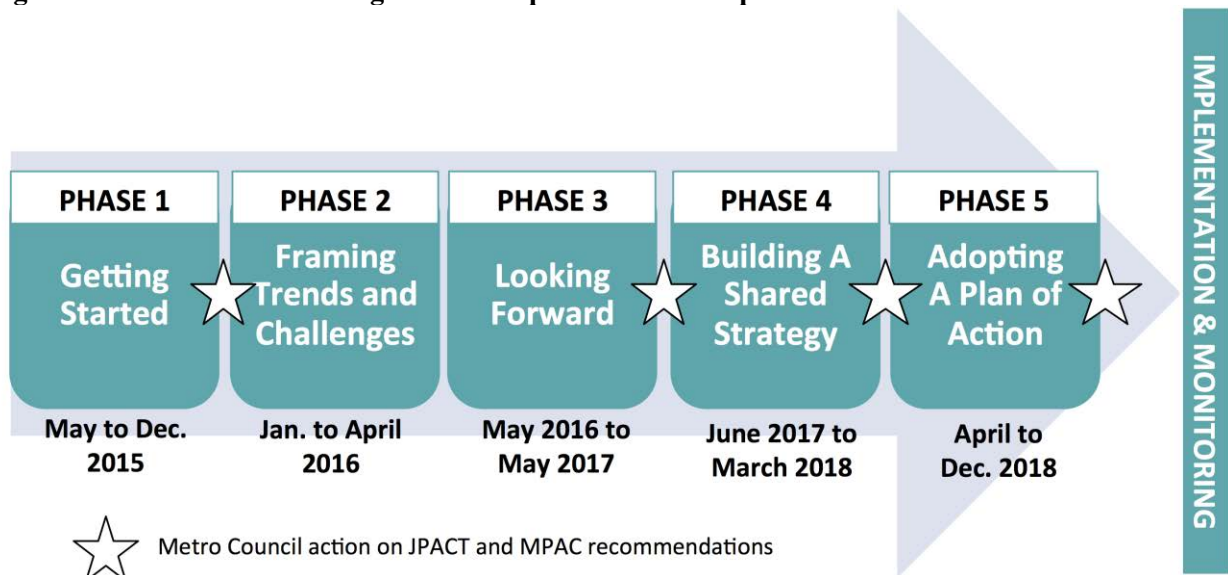
Metro led this process in consultation and coordination with federal, state and local governments, and engagement of other stakeholders with an interest in or who are affected by this planning effort. Metro facilitates on-going consultation and coordination through four advisory committee bodies—the Joint Policy Advisory Committee on Transportation (JPACT), MPAC, the Transportation Policy Alternatives Committee (TPAC) and the Metro Technical Advisory Committee (MTAC).

The 2018 RTP update process relied on this existing decision-making structure for development, review and adoption of the plan. MPAC, JPACT and the Metro Council made recommendations at key decision points based on input from TPAC, MTAC, seven technical work groups and the public participation process.

THE 2018 RTP UPDATE PROCESS AND DECISION TIMETABLE

Shown in Figure 1, the 2018 RTP update was completed in five phases. From May 2015 to Fall 2018, the Metro Council and staff engaged the public, community and business leaders and local, regional and state partners to update the Regional Transportation Plan.

Figure 1. Timeline for 2018 Regional Transportation Plan Update



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Engagement and planning activities were organized to address the regional challenges that come with a growing region with a focus on implementing the 2014 Climate Smart Strategy and these policy priorities, consistent with the adopted work plan and public participation plan:



Transit



Transportation equity



Finance



Freight



Transportation design



Transportation safety



Performance



Emerging technology

A summary of planning and engagement activities follows.

Phase 1 | Getting Started | May to December 2015

Beginning in summer 2015, the first phase consisted of engaging local, regional, state, business and community partners to prioritize the regional challenges to be addressed in the update and the process for how the region should work together to address them. This engagement included:

- interviews with 31 stakeholders;
- discussion groups in partnership with Metro’s diversity, equity and inclusion team with communities of color and youth on priorities and issues related to racial equity;
- a partnership with PSU’s Center for Public Service and 1000 Friends of Oregon to reach underrepresented communities;
- a public involvement retrospective that summarized previous feedback from communities of color on transportation planning and project development; and
- an online survey with more than 1,800 participants to help identify the top transportation issues facing the greater Portland region.

This phase concluded in December 2015 with JPACT and Council approval of the work plan and public participation plan for the update.

Phase 2 | Framing trends and challenges | January to April 2016

The second phase began in January 2016 and concluded in April 2016. In this phase, Metro engaged the public, jurisdictional partners and business and community leaders to document key trends and challenges facing the region as well as priority outcomes for investment in the region's transportation system. This included:

- an online survey with more than 5,800 participants working through the questions and
- a Regional Snapshot on transportation, published in April 2016.

Also in April 2016, the Metro Council convened members of MPAC, JPACT, state legislators, community and business leaders and other interests from across the region to discuss the key trends and challenges facing the region during the first of four regional leadership forums.

Metro staff also worked with the Oregon Department of Transportation's (ODOT) economist and jurisdictional partners, individually and through a technical work group, to forecast a budget of federal, state, regional and local funds the greater Portland region can reasonably expect by 2040 under current funding trends.

Phase 3 | Looking forward | May 2016 to May 2017

From May 2016 to May 2017, technical work and public engagement activities continued to focus on finalizing a shared vision statement for the plan, developing draft strategies for safety, transit and freight, and updating the evaluation framework and measures for evaluating plan performance. The engagement for this phase included:

- a round of follow up discussion groups in partnership with Metro's diversity, equity and inclusion team with communities of color and youth to review actions and priorities for the agency's racial equity strategy;
- focus and discussion groups on transportation priorities for communities of color and strategies to improve engagement with underrepresented groups;
- an online survey focusing on priorities for communities of color;
- an online survey with more than 2,600 participants on investment priorities and funding; and



Regional leadership forums

To address the challenges and trends facing our region, the Metro Council convened a series of four regional leadership forums to shape development of the 2018 Regional Transportation Plan.

Forum participants included members of MPAC, JPACT, state legislators, and community and business leaders from throughout the greater Portland region. Working side-by-side, local, regional and state leaders brought the perspectives of their communities and constituents to the conversation around the challenges we are facing, our vision for the future and potential solutions for moving forward together. The discussions shaped the update to the plan's vision, goals, policies and projects.

1 Exploring Big Ideas for Our Transportation Future 4/22/16

2 Building the Future We Want 9/23/16

3 Connecting Our Priorities to Our Vision 12/2/16

4 Finalizing Our Shared Plan for the Region 3/2/18

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- another round of discussion groups with communities of color on hiring practices and priorities related to the Planning and Development department-specific equity plan.

Metro Council also hosted its second and third regional leadership forums. In regional leadership forums 1 and 2, there was consensus that a bold vision and more funding are needed to build a 21st century transportation system. In forum 3, leaders discussed a shared vision for the future transportation system and potential near-term priorities for addressing regional transportation challenges in ways that supported the vision. Participants also identified actions to build a path to future funding.

In December 2016, the Council reaffirmed past direction to staff to use development of the 2018 RTP to clearly and realistically communicate our transportation funding outlook and align the financially constrained project list with updated financial assumptions. This direction included developing a pipeline of priority projects for the regional transportation system for Metro and other partners to work together to fund and build.

In February 2017, the Council directed the RTP, project list and strategies for safety, freight, transit and emerging technology be developed in a transparent way that advances adopted regional goals, supports regional coalition building efforts, and emphasizes equity, safety and climate change. The Metro Council also directed staff to use the Vision Zero framework and incorporate a Vision Zero goal (zero traffic-related deaths and fatalities by 2035) in development of the RTP and Regional Transportation Safety Strategy for adoption by Council and JPACT. Staff also compiled background information and online resource guide maps to support jurisdictional partners as they updated their investment priorities for further evaluation and public review during Phase 4.

In addition, staff launched the RTP Project Hub – an online visual database – for jurisdictional partners to use to update project information and collaborate with other jurisdictions. Phase 3 concluded with Metro Council directing staff to release a call for projects to update the region's transportation near- and long-term investment priorities to support regional goals for safety, congestion relief, affordability, community livability, the economy, social equity and the environment. This direction included approval of a vision statement for the 2018 RTP, also approved by MPAC and JPACT, to guide development of the draft RTP project lists.

Phase 4 | Building a shared strategy | June 2017 to March 2018

The fourth phase began in June 2017 with release of a second Regional Snapshot on transportation and the call for projects for jurisdictional partners to update the plan's regional transportation project priorities. Agencies were asked to identify projects that address regional needs and challenges, reflect public priorities and maximize progress toward the region's agreed upon vision and goals for the future transportation system.

Local jurisdictions and county coordinating committees worked within a constrained budget and capital funding targets to determine the project priorities to put forward for inclusion in the plan in collaboration with ODOT, Metro, South Metro Area Regional Transit (SMART) and TriMet. All project submissions were required to have come from adopted plans or studies that provided opportunities for public input. Metro staff also prepared an interactive map of proposed projects and lists that was made available on the project website for the public and partners to use to learn more about the projects under consideration.

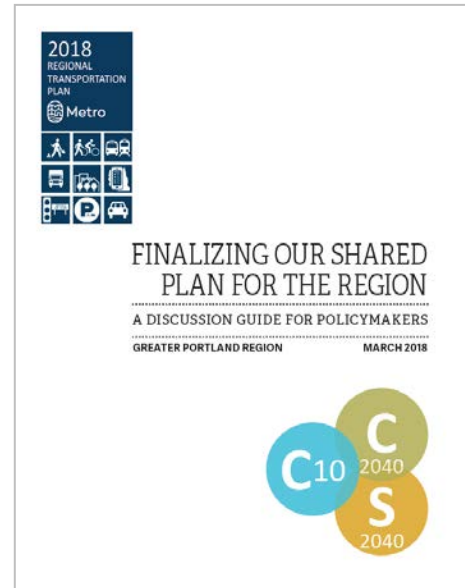
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In summer 2017, Metro analyzed three funding scenarios: 10-year constrained project priorities, 2040 constrained project priorities and 2040 strategic project priorities. The analysis tested new and updated outcomes-based system performance and transportation equity measures to evaluate performance of the transportation system as a whole for each scenario to help inform finalizing the plan's project priorities in Phase 5.

Safety, transit, freight and emerging technology strategies continued to be developed on parallel tracks. Staff worked with technical work groups and regional committees to update several policies, including:

- new safety policies that prioritize vulnerable users, addressing fatal and serious injury crashes and improving safety in high injury and high risk corridors, as reflected in the Regional Safety Strategy;
- a new freight safety policy and minor updates to existing freight policies, as reflected in the Regional Freight Strategy;
- new and updated policies for transit to reflect desired outcomes for access, convenience, frequency, reliability, and affordability, as reflected in the Regional Transit Strategy;
- updated policies for thoroughways and arterials and the motor vehicle network to clarify adopted policy and desired outcomes related to safety, universal access and complete street designs, connectivity, reliability and managing the transportation system and addressing regional bottlenecks to ease congestion;
- new equity policies that prioritize eliminating disparities and barriers for historically marginalized communities, particularly people of color and people with low income to support implementation of Title VI, Executive Order 12989 and Metro's Strategic Plan to Advance Racial Equity, Diversity and Inclusion and the Construction Career Pathways Program;
- new emerging technology policies, as reflected in the 2018 Emerging Technology Strategy;
- new and updated Transportation System Management and Operations policies to better reflect existing policies, provide more focus on managing the transportation system to ease congestion and integrate new and revised policies in the 2018 Regional Travel Options Strategy;
- minor revisions to existing climate smart strategy policies, reflecting that the policies were extensively reviewed as part of development of the 2014 Climate Smart Strategy; and
- minor revisions to the regional bike and pedestrian policies, reflecting that the policies were extensively reviewed and updated as part of development of the 2014 Regional Active Transportation Plan and 2014 Regional Transportation Plan.

Jurisdictions also piloted project-level evaluation criteria on 50 projects; the pilot project evaluation was tabled due to technical challenges and timeline constraints affecting its ability to be meaningfully used



Metro analyzed three funding scenarios: 10-year constrained project priorities, 2040 constrained project priorities and 2040 strategic project priorities from summer to fall 2017 to inform finalizing the 2018 RTP. The results were summarized in a discussion guide for policymakers.

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to inform the decision-making process. Project-level evaluation is expected to be advanced during the next RTP update (due in 2023).

The results of the system performance and transportation equity analysis were released in November 2017. The analysis was also summarized in a larger discussion guide for decision-makers that also highlighted key issues and the results of the initial system performance and transportation equity analysis. In September, November and December 2017, the Metro Council reaffirmed its commitment to implementing the Climate Smart Strategy and prioritizing safety, racial equity and managing congestion as the RTP is finalized in 2018.

Engagement activities to inform finalizing the plan in 2018 included:

- From January 15 to February 17, staff held a 30-day comment opportunity for the Regional Transportation Plan, focusing on the draft project lists. Members of the public and other interested parties had the opportunity to take an online survey or learn about the projects through the online interactive map. More than 2,900 people participated in the survey. Email and letters were also accepted as part of the comment period.
- On January 19, 2018, the Metro Council hosted a community leaders' forum, bringing together 23 community leaders focused on social equity, environmental justice, labor fairness and community engagement for feedback on the analysis results.
- Metro Councilors provided briefings to economic alliances, business associations and interested community organizations, including the East Metro Economic Alliance, Washington County Coordinating Committee, Clackamas County Business Alliance, East Portland Action Plan Committee, and a joint meeting of the Westside Economic Alliance and the Westside Transportation Alliance.
- On March 2, the Metro Council convened more than 100 leaders from across the greater Portland region to begin finalizing the project priorities for the 2018 RTP. City, county, and regional policymakers and business and community leaders came together to bring the perspectives of their communities and constituents to discuss findings and recommendations from the technical analysis and public engagement.

In March 2018, the Metro Council requested that jurisdictions meaningfully review and refine their draft project list to the extent practicable to help make more progress on key regional priorities – equity with a focus on race and income, safety, travel options, Climate Smart Strategy implementation and managing congestion.

The RTP financially constrained funding assumptions were updated to reflect new revenues anticipated as a result of House Bill 2017. Jurisdictions worked through coordinating committees in response to the Metro Council's request for project list updates to make more progress on key regional priorities.



Creating a new dialogue to shape the future we want

From start to finish, the 2018 RTP update was about meaningful engagement with community and business interests working together with elected officials to craft a shared vision and investment strategy for our transportation system.



The engagement activities produced more than 19,000 touch points with regional partners, community and business leaders and residents of the region to inform development of the 2018 Regional Transportation Plan.

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Phase 5 | Adopting a plan of action | April to December 2018

The fifth and final phase of the process began in April 2018 and focused on finalizing and adopting the region's investment priorities and strategies recommended through 2040. The 2018 Regional Transportation Plan was available for public review in June 2018, with a formal comment period from June 29 through Aug. 13. For this comment period, engagement activities include:

- **Notifications and notices** – Public notices of the comment period were provided to local neighborhood involvement and community outreach offices and community planning organizations in Washington County. Notices were published in the Portland Tribune, Gresham Outlook, Beaverton Valley Times, Tigard Times, Clackamas Review and on the Metro website. Notifications were sent to the RTP interested persons list (nearly 1,900 people) in addition to Metro's four regional advisory committees, their respective interested parties and seven technical work groups that were convened to support development of the draft RTP and strategies. Metro used facebook and other social media to announce the comment period. Partner agencies and community and business organizations engaged throughout the RTP update posted notifications of the comment period through E-newsletters and other methods to inform their members and interested parties of the comment opportunity.
- **Online survey and public review draft materials** – An online survey, an interactive map of the draft projects and public review drafts of the 2018 RTP, project lists, appendices and four strategies were posted on the 2018 RTP web page at www.oregonmetro.gov/rtp. Members of the public, regional advisory committees, partner agencies and other interested parties were invited to comment on the draft materials. More than 200 emails and 50 letters were submitted. Nearly 900 people responded to the online survey.
- **Public hearing** – The Metro Council held a public hearing on August 2. Seven people testified on a range of topics.
- **Consultation** – Metro staff invited four Native American Tribes and several federal, state and local resource, wildlife, land management and regulatory agencies to consult on the public review draft RTP and strategies in accordance with [23 CFR 450.316](http://www.ecfr.gov/current/title-23/chapter-I/subchapter-B/part-450/subpart-3/section-450.316). Metro convened three separate consultation meetings on August 6, 14 and 21. A fourth consultation meeting, with the Confederated Tribes of the Grand Ronde, was held on September 6.

All comments received through August 30 and subsequent consultation meetings are documented in a public comment report (see **Attachment X** to this staff report). Recommend changes to the draft materials to respond to all substantive comments received during the comment period are summarized in a public comment log (Exhibit C to the Ordinance).

RTP IMPLEMENTATION – MOVING FORWARD TOGETHER TO ACHIEVE OUR VISION (CHAPTER 8)

The region has agreed on its vision of the future, and the people who live here have remained consistent in their commitment to the values that underlie that vision. The 2040 Growth Concept vision for land use and transportation must be accelerated to achieve desired outcomes; yet institutional and fiscal barriers exist. The RTP establishes an updated outcomes-based framework and includes new policies, tools and actions to guide future planning and investment decisions. To successfully implement this new plan and support the region's efforts to create jobs, use land efficiently, improve safety and equity and address climate change and growing congestion, the region needs new strategies and new tools to evaluate and diagnose our transportation system and the impacts of investments on equity, the economy and the environment.

9/10/18 DRAFT – under legal review

This ordinance sets the foundation for local transportation plan updates (2019-23), future region-wide planning efforts, regional efforts to seek future funding and the next RTP update (due in December 2023). The ordinance also defines specific activities for Metro, ODOT, TriMet and other regional partners to take over the next few years to support the outcomes identified through the RTP update. These activities will result in a more comprehensive approach for implementing the 2040 Growth Concept and meet statewide goals for compact development patterns, mobility and greenhouse gas emissions.

Approval of the RTP will set all of this in motion and position the region to make transportation investments that increase safe, affordable and convenient travel options for everyone, help the region's businesses and traded sector industries remain competitive, and reinforce the region's desired outcomes.

ANALYSIS/INFORMATION

1. **Known Opposition:** More than 130 emails and letters opposing the West Hayden Island rail yard projects were submitted during the comment period. See comment #289 in Exhibit C to the ordinance.
2. **Legal Antecedents:** Several Federal, State and regional laws and actions relate to this action.

Federal regulations include:

- Clean Air Act [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).
- Moving Ahead for Progress in the 21st Century Act (MAP-21), signed into law in 2012.
- Fixing America's Surface Transportation Act (FAST Act), signed into law in 2015.
- USDOT rules that govern updates to RTPs [23 CFR 450 and 771], as of June 27, 2016.
- 23 U.S.C. 150: National goals and performance management measures, as of August 19, 2018.

State regulations include:

- Statewide planning goals.
- Oregon Administrative Rules for Transportation Planning (OAR Chapter 660, Division 12).
- Oregon Transportation Plan and implementing modal plans, including the Oregon Highway Plan.
- Oregon Metropolitan Greenhouse Gas Reduction Targets Rule (OAR Chapter 660, Division 44), last amended in January 2017.
- Oregon Administrative Rules for Transportation Conformity, (OAR Chapter 340, Division 252).
- 2006 State Implementation Plan (SIP).

Metro legislation includes:

- Resolution No. 08-3940 (For the Purpose of Affirming a Definition of a 'Successful Region' and Committing Metro to Work With Regional Partners to Identify Performance Indicators and Targets and to Develop a Decision-Making Process to Create Successful Communities), adopted by the Metro Council on June 26, 2008.
- Resolution No. 09-4025 (For the Purpose of Adopting the Regional High Capacity Transit System Plan Screened Corridor Map and Evaluation Criteria), adopted by the Metro Council on February 12, 2009.

9/10/18 DRAFT – under legal review

- Resolution No. 09-4052 (For the Purpose of Accepting the Regional High Capacity Transit System Tiers and Corridors, System Expansion Policy Framework and Policy Amendments), adopted by the Metro Council on July 9, 2009.
 - Ordinance No. 10-1241B (For the Purpose of Amending the 2004 Regional Transportation Plan to Comply with 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), adopted by the Metro Council on June 10, 2010.
 - 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), adopted by the Metro Council on July 17, 2014.
 - Ordinance No. 14-1346B (For the Purpose of Adopting the Climate Smart Communities Strategy and Amending the Regional Framework Plan to Comply with State Law), adopted by the Metro Council on December 18, 2014.
 - Resolution No. 15-4662 (For the Purpose of Approving a Work Plan and Public Engagement Plan for the 2018 Regional Transportation Plan Update), adopted by the Metro Council on December 3, 2015.
 - Resolution No. 16-4708 (For the Purpose of Approving the Strategic Plan to Advance Racial Equity, Diversity and Inclusion), adopted by the Metro Council on June 23, 2016.
 - Ordinance No. 16-1371 (For the Purpose of Adopting the Distribution of the Population and Employment Growth to Year 2040 to Local Governments in the Region Consistent with the Forecast Adopted by Ordinance No. 15-1361 in Fulfillment of Metro's Population Coordination Responsibility under ORS 195.036), adopted by the Metro Council on October 13, 2016.
 - Resolution No. 18-4886 (For the Purpose of Adopting the 2018 Regional Travel Options Strategy), adopted by the Metro Council on May 24, 2018.
 - Resolution No. 18-4884 (For the Purpose of Updating the Regional Trails System Plan Map), adopted by the Metro Council on June 28, 2018.
 - Resolution No. 18-XXXX (For the Purpose of Adopting the Southwest Corridor Locally Preferred Alternative), adopted by the Metro Council on _____.
 - Resolution No. 18-4892 (For the Purpose of Adopting the 2018 Regional Transit Strategy and Replacing the 2009 High Capacity Transit System Plan), adopted by the Metro Council on _____.
 - Resolution No. 18-4893 (For the Purpose of Adopting the 2018 Regional Freight Strategy and Replacing the 2010 Regional Freight Plan), adopted by the Metro Council on _____.
 - Resolution No. 18-4894 (For the Purpose of Adopting the 2018 Regional Transportation Safety Strategy), adopted by the Metro Council on _____.
 - Resolution No. 18-4869 (For the Purpose of Adopting the 2018 Emerging Technology Strategy), adopted by the Metro Council on _____.
3. **Anticipated Effects:** The newly updated Regional Transportation Plan will be effective immediately upon approval by the Metro Council for federal purposes. In addition:
- Staff will produce a final RTP that reflects recommended changes identified in Exhibit C to this ordinance.

9/10/18 DRAFT – under legal review

- Staff will submit the final RTP and findings to the Land Conservation and Development Commission (LCDC) for approval.
 - Staff will submit the final RTP to the U.S. Department of Transportation.
4. **Budget Impacts:** Adoption of this ordinance has no budget impact at this time. There will be future costs associated with implementation of the plan. These costs will be shared by local, regional, state and federal partners.

RECOMMENDED ACTION

Staff recommends approval of Ordinance No. 18-1421.

Exhibit B to Ordinance No. 18-1421

Chapter 2 Regional Framework Plan

The policies of Chapter 2, Transportation, are repealed and replaced as follows:

GOAL 1: Vibrant Communities

The greater Portland region is a great and affordable place to live, work and play where people can easily and safely reach jobs, schools, shopping, services, and recreational opportunities from their home by walking, biking, transit, shared trip or driving.

- **Objective 1.1 2040 Growth Concept Implementation** – Focus growth and transportation investment in designated 2040 growth areas (the Portland central city, regional and town centers, corridors, main streets, and employment and industrial areas).
- **Objective 1.2 Walkable Communities** – Increase the share of households in walkable, mixed-use areas served by current and planned frequent transit service.
- **Objective 1.3 Affordable Location-Efficient Housing Choices** – Increase the number and diversity of regulated affordable housing units within walking distance of current and planned frequent transit service.
- **Objective 1.4 Access to Community Places¹** – Increase the number and variety of community places that households, especially households in historically marginalized communities, can reach within a reasonable travel time for all modes of travel.

GOAL 2: Shared Prosperity

People have access to jobs, goods and services and businesses have access to workers, goods and markets in a diverse, inclusive, innovative, sustainable and strong economy that equitably benefits all the people and businesses of the greater Portland region.

- **Objective 2.1 Connected Region** – Build an integrated system of throughways, arterial streets, freight routes and intermodal facilities, transit services and bicycle and pedestrian facilities, with efficient connections between modes that provide access to jobs, markets and community places within and beyond the region.
- **Objective 2.2 Access to Industry and Freight Intermodal Facilities** – Increase access to industry and freight intermodal facilities by a reliable and seamless freight transportation system that includes air cargo, pipeline, trucking, rail, and marine services to facilitate efficient and competitive shipping choices for goods movement in, to and from the region.
- **Objective 2.3 Access to Jobs and Talent** – Attract new businesses and family-wage jobs and retain those that are already located in the region while increasing the number and variety of jobs that households can reach within a reasonable travel time.
- **Objective 2.4 Transportation and Housing Affordability** – Reduce the share of income that households in the region spend on transportation to lower overall household spending on transportation and housing.

¹ Community places are defined as key local destinations such as schools, libraries, grocery stores, pharmacies, hospitals and other medical facilities, general stores, parks, greenspaces, and other places that provide key services and/ or daily needs.

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GOAL 3: Transportation Choices

People throughout the region have safe, convenient, healthy and affordable options that connect them to jobs, school, services, and community places, support active living and reduce transportation-related pollution.

- **Objective 3.1 Travel Choices** – Plan communities and design and manage the transportation system to increase the proportion of trips made by walking, bicycling, shared rides and use of transit and reduce vehicle miles traveled. (comment log recommendation #7)
- **Objective 3.2 Active Transportation System Completion** – Complete all gaps in regional bicycle and pedestrian networks.
- **Objective 3.3 Access to Transit** – Increase household and job access to current and planned frequent transit service.
- **Objective 3.4 Access to Active Travel Options** – Increase household and job access to planned regional bike and walk networks.

GOAL 4: Reliability and Efficiency

The transportation system is managed and optimized to ease congestion, and people and businesses are able to safely, reliably and efficiently reach their destinations by a variety of travel options.

- **Objective 4.1 Regional Mobility** – Maintain reasonable person-trip and freight mobility and reliable travel times for all modes in the region's mobility corridors, consistent with the designated modal functions of each facility and planned transit service within the corridor.
- **Objective 4.2 Travel Management** – Increase the use of real-time data and decision-making systems to actively manage transit, freight, arterial and throughway corridors.
- **Objective 4.3 Travel Information** – Increase the number of travelers, households and businesses with access to real-time comprehensive, integrated, and universally accessible travel information.
- **Objective 4.4 Incident Management** – Reduce incident clearance times on the region's transit, arterial and throughway networks through improved traffic incident detection and response.
- **Objective 4.5 Demand Management** – Increase the number of households and businesses with access to outreach, education, incentives and other tools that increase shared trips and use of travel options.
- **Objective 4.6 Pricing** – Expand the use of pricing strategies to manage vehicle congestion and encourage shared trips and use of transit.
- **Objective 4.7 Parking Management** – Manage the supply and price of parking in order to increase shared trips and use of travel options and to support efficient use of urban land.

GOAL 5: Safety and Security

People's lives are saved, crashes are avoided and people and goods are safe and secure when traveling in the region.

- **Objective 5.1 Transportation Safety** – Eliminate fatal and severe injury crashes for all modes of travel.
- **Objective 5.2 Transportation Security** – Reduce the vulnerability of the public and critical passenger and freight transportation infrastructure to crime and terrorism.

Exhibit B to Ordinance No. 18-1421

- **Objective 5.3 Preparedness and Resiliency** – Reduce the vulnerability of regional transportation infrastructure to natural disasters, climate change and hazardous incidents.

GOAL 6: Healthy Environment

The greater Portland region's biological, water, historic and cultural resources are protected and preserved.

- **Objective 6.1 Biological and Water Resources** – Protect fish and wildlife habitat and water resources from the negative impacts of transportation.
- **Objective 6.2 Historic and Cultural Resources** – Protect historic and cultural resources from the negative impacts of transportation.
- **Objective 6.3: Green Infrastructure** – Integrate green infrastructure strategies in transportation planning and design to avoid, minimize and mitigate adverse environmental impacts. (comment log recommendation #2)
- **Objective 6.4: Light pollution** – Minimize unnecessary light pollution to avoid harm to human health, farms and wildlife, increase safety and improve visibility of the night sky. (comment log recommendation #2)
- **Objective 6.5: Habitat Connectivity** – Improve wildlife and habitat connectivity in transportation planning and design to avoid, minimize and mitigate barriers resulting from new and existing transportation infrastructure. (comment log recommendation #2)

GOAL 7: Healthy People

People enjoy safe, comfortable and convenient travel options that support active living and increased physical activity, and transportation-related pollution that negatively impacts public health are minimized.

- **Objective 7.1 Active Living** – Improve public health by providing safe, comfortable and convenient transportation options that support active living and physical activity to meet daily needs and access services.
- **Objective ~~7.3~~ 7.2 Clean Air** – Reduce transportation-related air pollutants, including criteria pollutants and air toxics emissions. (comment log recommendation #8)
- **Objective ~~7.2~~ 7.3 Other Pollution Impacts** – Minimize air, water, noise, light and other transportation-related pollution health impacts. (comment log recommendation #3 and #8)

Goal 8: Climate Leadership

The health and prosperity of people living in the greater Portland region are improved and the impacts of climate change are minimized as a result of reducing transportation-related greenhouse gas emissions.

- **Objective 8.1 Climate Smart Strategy Implementation** – Implement policies, investments and actions identified in the adopted Climate Smart Strategy, including coordinating land use and transportation; making transit convenient, frequent, accessible and affordable; making biking and walking safe and convenient; and managing parking and travel demand.
- **Objective 8.2 Greenhouse Gas Emissions Reduction** – Meet adopted targets for reducing transportation-related greenhouse gas emissions.
- **Objective 8.3 Vehicle Miles Traveled** – Reduce vehicle miles traveled per capita.

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- **Objective 8.4 Low and ~~No~~ Zero Emissions Vehicles** – Support state efforts to transition Oregon to cleaner, low carbon fuels and increase the ~~use~~ adoption of more fuel-efficient vehicles, ~~including electric and alternative fuel vehicles, including electric and hydrogen vehicles.~~ (comment log recommendation #9)
- **Objective 8.5 Energy Conservation** – Reduce transportation-related consumption of energy and reliance on sources of energy derived from petroleum and gasoline.
- **Objective 8.6 Green Infrastructure** – Promote green infrastructure that benefits both climate and other environmental objectives, including improved stormwater management and wildlife habitat. (comment log recommendation #1)

GOAL 9: Equitable Transportation

The transportation-related disparities and barriers experienced by historically marginalized communities, particularly communities of color, are eliminated.

- **Objective 9.1 Transportation Equity** – Eliminate disparities related to access, safety, affordability and health outcomes experienced by people of color and other historically marginalized communities.
- **Objective 9.2 Barrier Free Transportation** – Eliminate barriers that people of color, low income people, youth, older adults, people with disabilities and other historically marginalized communities face to meeting their travel needs.

GOAL 10: Fiscal Stewardship

Regional transportation planning and investment decisions provide the best return on public investments.

- **Objective 10.1 Infrastructure Condition** – Plan, build and maintain regional transportation assets to maximize their useful life, minimize project construction and maintenance costs and eliminate maintenance backlogs.
- **Objective 10.2 Sustainable Funding** – Develop new revenue sources to prepare for increased demand for travel on the transportation system as our region grows.

GOAL 11: Transparency and Accountability

Regional transportation decisions are open and transparent and distribute the benefits and burdens of our investments in an equitable manner.

- **Objective 11.1 Meaningful Public and Stakeholder Engagement** – Engage more and a wider diversity people in providing input at all levels of decision-making for developing and implementing the plan, particularly people of color, English language learners, people with low income and other historically marginalized communities.
- **Objective 11.2 Performance-Based Planning** – Make transportation investment decisions using a performance-based planning approach that is aligned with the RTP goals and supported by meaningful public engagement, multimodal data and analysis.
- **Objective 11.3 Coordination and Cooperation** – Improve coordination and cooperation among the owners and operators of the region's transportation system.

2018 Regional Transportation Plan (RTP), Appendices and Strategies

Summary of Comments Received and Recommended Actions

(comments received June 29 through August 30, 2018)

The Public Review Draft 2018 Regional Transportation Plan (RTP), appendices and regional strategies for safety, transit, freight and emerging technology were released for final public review from June 29 through August 13, 2018. Comments were received through August 30. Public agencies, advocacy groups and members of the public submitted comments in writing, through Metro's website, in testimony provided at a public hearing held by the Metro Council on August 2, 2018 and through consultation of four Native American Tribes and federal and state resource, wildlife, transportation, land management and regulatory agencies. This document summarizes recommended changes to respond to all substantive comments received during the comment period. New wording is shown in underline; deleted words are crossed out in **bold ~~strikeout~~**. Amendments to relevant documents are made by JPACT and Metro Council adoption of this Exhibit C and will be reflected in the final printed RTP document, appendices and strategies.

Comments highlighted in green are proposed for TPAC and MTAC discussion in September. Members may identify additional comments for discussion. MTAC will be asked to make a recommendation to MPAC on September 19. TPAC will be asked to make a recommendation to JPACT on October 5. **Technical updates and corrections identified by TPAC and Metro staff on September 7 are shown in blue text.**

ITEMS FOR CONSIDERATION - Comments on draft 2018 Regional Transportation Plan								
#	Chapter or Appendix	Last name	First name	Affiliation	Date	Method	Proposed change identified in comment (changes shown in strikeout and <u>underline</u>)	Staff recommendation (changes shown in strikeout and <u>underline</u>)
1	RTP Chapter 2	Sallinger	Bob	Audubon Society of Portland	7/31/2018	Letter	Amend Goal 8: Climate Leadership, page 2-19, to add an additional goal to integrate green infrastructure such as tree canopy for both its climate adaption and mitigation potential (carbon sequestration, reduction of urban heat island effects, landscape resiliency, etc.)	Amend to add a new objective as follows, " <u>Objective 8.6: Green Infrastructure – Promote green infrastructure that benefits both climate and other environmental objectives, including improved stormwater management and wildlife habitat.</u> "
2	RTP Chapter 2	Sallinger	Bob	Audubon Society of Portland and Bev Drott	7/31/2018	Letter	Recommendation to add the following additional objectives for Goal 6: Healthy Environment: "- <u>Objective 6.3: Green Infrastructure: Integrate green infrastructure strategies into the transportation grid whenever possible (including tree canopy, green streets, green walls, permeable surfaces, etc.) to reduce and mitigate negative environmental such as air pollution, stormwater runoff, water pollution, urban heat island effect, habitat fragmentation, etc.)</u> - <u>Objective 6.4: Adopt dark sky standards to minimize unnecessary light pollution which negatively impacts human health, wildlife health, livability, energy consumption and ability to see the night sky</u> - <u>Objective 6.5: Avoid fragmentation of natural systems by integrating habitat connectivity objectives (avoidance of important habitat corridors, avoidance of fragmentation of habitat areas, use of strategies such as wildlife overpasses and underpasses, etc.) into transportation planning</u> "	Amend as follows: "- <u>Objective 6.3: Green Infrastructure: Integrate green infrastructure strategies in transportation planning and design to avoid, minimize and mitigate adverse environmental impacts.</u> - <u>Objective 6.4: Light pollution: Minimize unnecessary light pollution to avoid harm to human health, farms and wildlife, increase safety and improve visibility of the night sky.</u> - <u>Objective 6.5: Habitat Connectivity: Improve wildlife and habitat connectivity in transportation planning and design to avoid, minimize and mitigate barriers resulting from new and existing transportation infrastructure.</u> "
3	RTP Chapter 2	Sallinger	Bob	Audubon Society of Portland and Bev Drott	7/31/2018	Letter	Amend Goal 7: Healthy People, objective 7.2 (page 2-18) to include multiple forms of pollution that negatively impact people including not only noise, but also air pollution, water pollution and light pollution	Amend Objective 7.2 (page 2-18) as follows, "Objective 7.2 <u>Other</u> Pollution Impacts - Minimize <u>air</u> , <u>water</u> , noise, <u>light</u> and other transportation-related pollution health impacts."

DRAFT Exhibit C to Ordinance No. 18-1421

September 10, 2018

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#	Chapter or Appendix	Last name	First name	Affiliation	Date	Method	Proposed change identified in comment (changes shown in strikeout and <u>underscore</u>)	Staff recommendation (changes shown in strikeout and <u>underscore</u>)
4	RTP Chapter 2	Kraushaar	Nancy	City of Wilsonville	8/13/2018	Letter	(page 2-11) Recommendation to modify the text to enumerate/list the goals on this page as follows: "The goal areas integral to the RTP are listed below. Goal 1: Vibrant Communities Goal 2: Shared Prosperity Goal 3: Transportation Choices Etc. through Goal 11: Transparency and Accountability Each goal area that follows is arranged similarly..."	Amend as requested.
5	RTP Chapter 2	Kirzakhilili	Ali	ODEQ	8/20/2018	Letter	Recommendation to revise language on page 2-1 to say: "To achieve our vision for the future, we must work together to address inequities as we build vibrant, walkable communities with affordable homes, provide safe, reliable, healthy and affordable transportation choices, address growing congestion, reduce <u>air pollutants, including</u> greenhouse gas emissions..."	Amend as requested.
6	RTP Chapter 2	Kirzakhilili	Ali	ODEQ	8/20/2018	Letter	Recommendation to revise "Climate leadership" language under six desired outcomes on page 2-3 to say: "The region is a leader in minimizing contributions to <u>climate change</u> global warming ."	No change recommended. It is not within the purview of the RTP to amend this desired outcome. This comment has been forwarded for Metro staff for consideration in future amendments to the Regional Framework Plan.
7	RTP Chapter 2	Kirzakhilili	Ali	ODEQ	8/20/2018	Letter	Recommendation to revise language on page 2-14, Objective 3.1 Travel Choices to say: "Plan communities and design and manage the transportation system to increase the proportion of trips made by walking, bicycling, shared rides and use of transit <u>and reduce VMT</u> ."	Amend as requested.
8	RTP Chapter 2	Kirzakhilili	Ali	ODEQ	8/20/2018	Letter	Recommendation to renumber the Clean Air objective on page 2-18 from 7.3 to 7.2, as well as revise language to say: "Reduce transportation-related air pollutants, including <u>criteria pollutants</u> and air toxics emissions." Rename Objective 7.2 " <u>Other</u> Pollution Impacts" and renumber it to be Objective 7.3.	Amend as requested <u>and add a definition of criteria pollutants to the RTP glossary.</u>
9	RTP Chapter 2	Kirzakhilili	Ali	ODEQ	8/20/2018	Letter	Recommendation to revise language on page 2-19 to say: "Objective 8.4 Low and No Zero Emissions Vehicles - Support state efforts to transition Oregon to cleaner, low carbon fuels and increase the <u>adoption use</u> of more fuel-efficient vehicles <u>and alternative fuel vehicles, including electric and hydrogen vehicles</u> ."	Amend as requested.

DRAFT Exhibit C to Ordinance No. 18-1421

September 10, 2018

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10	RTP Chapter 2	Benner	Janine	ODOE	8/20/2018	Letter	Develop more strategies and planning around energy conservation/reduction - and resulting GHG emissions reductions, per Objective 8.5 (Energy Conservation).	Amend Chapter 3 and 4 to more clearly describe how RTP policies and investments (e.g., climate leadership, emerging technology, TSMO, active transportation, etc.) help implement the objective and will also result in energy conservation and greenhouse gas emission reductions, including: - Section 4.6 - add language describing strategies and outcomes that support the energy conservation objective, including reducing VMT, advancing low emissions and no emission vehicles, increasing walking, biking and use of transit, expanding use of TSMO and commuter programs, etc. - Section 4.6 - add a pyramid showing relative energy use by mode - Section 4.7.3 - add language describing energy conservation challenges, such as energy uncertainty, potential federal rulemaking that would dismantle existing fuel economy standards.
11	RTP Chapter 2	Makler	Jon	ODOT	8/20/2018	Letter	Revise Objective 1.4 (Page 2-12) to say: "Increase the number and variety of community places that households, especially households in historically marginalized communities, can reach within a reasonable travel time for all modes of travel <u>and for people of all ages and abilities.</u> "	No change recommended. While the RTP goals and policies emphasize making the transportation accessible to people of all ages and abilities, this addition is not something that is measurable.
12	RTP Chapter 2	Makler	Jon	ODOT	8/20/2018	Letter	Revise Objective 3.3 (Page 2-14) to say: "Increase household and job access to current and planned frequent -transit service, <u>including households in historically marginalized communities and people with disabilities.</u> "	No change recommended. This language was considered when drafting the RTP for public review and found to be adequately addressed in Objective 9.1 (Equitable Transportation) and Objective 9.2 (Barrier-Free Transportation). The performance measures and access in Chapter 7 report on relative access for historically marginalized communities in equity focus areas with households located outside of equity focus areas.
13	RTP Chapter 2	Makler	Jon	ODOT	8/20/2018	Letter	Add an additional objective under Goal 10 (Fiscal Stewardship) that reads: " <u>Objective 10.X Efficient Project Delivery - Set and achieve annual obligation targets for federal funding to support performance-based programming.</u> "	No change recommended. This is more appropriately addressed through MTIP administrative policy and programming.

DRAFT Exhibit C to Ordinance No. 18-1421

September 10, 2018

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14	RTP Chapter 2	Makler	Jon	ODOT	8/20/2018	Letter	consider adding the following as objectives under Goal 10 (Fiscal Stewardship): <u>"Objective 10.X Safety Investments - Prioritize regional investments that improve safety and reduce transportation-related fatalities and serious injuries."</u>	No change recommended. Safety is a key consideration and one of several factors that will be considered to determine priorities for investment. New safety policies provide more specificity on prioritizing safety investments.
15	RTP Chapter 2	Makler	Jon	ODOT	8/20/2018	Letter	consider adding the following as objectives under Goal 10 (Fiscal Stewardship): <u>"Objective 10.X Maximize Leverage - Prioritize regional investments that contribute towards multiple regional goals and objectives, rather than single-purpose projects."</u>	<u>Add a new subsection to Section 8.2.2 in Chapter 8 called "Performance-based Planning Program" that highlights project-level evaluation pilot conducted during the RTP update and recommendations for updating the pilot criteria and use in the next RTP update (due in 2023). This section will also describe other activities Metro will conduct to fulfill its MPO-related transportation performance measurement and reporting responsibilities.</u> This is consistent with Objective 11.2 (Performance-based Planning) which calls for making transportation investment decisions using a performance-based approach that is consistent with the RTP goals and supported by meaningful public engagement and multi-modal data and analysis. Nearly every project in the RTP could demonstrate how it meets multiple goals and objectives, and there may be cases when a single-purpose project is critical to a particular outcome. Applying project level evaluation through the next RTP update will provide a transparent way for decision-makers to comprehensively consider project outcomes when making investment decisions.

DRAFT Exhibit C to Ordinance No. 18-1421

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16	RTP Chapter 2	Labbe	Ted	Urban Greenspaces Institute	8/21/2018	Letter	Goal 6 of the RTP calls for the region's fish and wildlife habitat and water resources to be protected from the negative impacts of transportation. What are the relevant RTP performance measures and targets to be added? How will progress be tracked? It is not enough to simply identify the proposed RTP projects that intersect high value habitat.	<p>Amend page 2-17 to add the following language, " <u>There is no performance target for the measures for this goal. The purpose of the measures is to identify projects that overlap with high value habitats and other resources so that as projects move toward implementation appropriate avoid, minimize, or mitigation strategies can be applied.</u>" The RTP is a system-level plan that identifies regional priorities that will be implemented by transportation providers, ODOT and local jurisdictions. This measure provides information to these transportation providers early in the planning process appropriate avoid, minimize, or mitigation strategies can be applied.</p> <p>When specific wildlife corridors are mapped and prioritized by the Interwine Alliance regional habitat connectivity work group, this information could be used to inform future RTP updates. The UGI and Intertwine Alliance are encouraged to engage transportation planners and engineers in this work given the desire for it to be used in planning and design of transportation projects in the region. Metro staff are happy to coordinate a briefing to TPAC and other committees as appropriate in support of this work.</p>

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17	RTP Chapter 2	Labbe	Ted	Urban Greenspaces Institute	8/21/2018	Letter	Parking and travel demand management are underdeveloped and under-utilized in the proposed RTP. Local jurisdictions and major employers need to do more with parking demand management as another tool to shift people out of their automobiles and into other transportation alternatives. The 2018 Regional Travel Options strategy has no information on what percent of small, medium, and large employers have programs to actively reduce automobile commuting and implement their own in-house TDM programs. Nor do we know at what stage of maturity these programs are. The lack of information on existing TDM programs and measurable targets for both local jurisdictions and employer-based commuter reduction programs is worrisome. The draft TDM provides no targets for the percent of major employers with active programs although the Oregon Employee Commute Options rules require work sites with more than 100 employees to have workplace programs. Where are the employers in this conversation and how many of the major employers have fully developed transportation demand programs for their employees? Why is this missing from the RTP?	<p>No change recommended. The Employee Commute Options rule is administered by the Department of Environmental Quality. As it is currently written and carried out, it requires affected employers to attain, then maintain a 10 percent reduction in SOV employee commute trips. Gathering data from employers beyond the minimum requirements is a difficult task, as the ECO rule was envisioned to have as small an impact on employers as possible. Voluntary data collection has proven to be challenging.</p> <p>The RTO program has broadened its focus in recent years to address non-commute travel. Commute trips, while they have a high impact on peak hour demand, only comprise about 25 percent of people's daily trip making activities. Additionally, they have proven to be much more difficult for people to change relative to the other trips they are making. So the RTO program is taking this broader approach with the goal of helping people make non-auto choices for the trips that they are able to. The current 2010-2020 TSMO Plan includes parking management in the TDM functional area. The TSMO Plan will be updated over the next two years and will consider these comments as the work plan is developed and implemented. We welcome the UGI's participation and perspective in this work.</p>
18	RTP Chapter 3	Banks	Rachael	Multnomah County Public Health	7/25/2018	Letter	(Page 3-23) Recommendation to add the following statement to 'Actions to implement Transportation Equity Policy 3': <u>"Document existing disparities in exposure to transportation related air pollutants and evaluate whether projects reduce or exacerbate disparities."</u>	Amend as requested.

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19	RTP Chapter 3	Banks	Rachael	Multnomah County Public Health	7/25/2018	Letter	Understand disparities in exposure to traffic related air pollution. While the MOVES model used in the planning process provides estimates of airshed-wide impacts, the RTP does not provide information about what disparities exist, nor an estimate of whether those disparities will be improved or exacerbated by the proposed projects. We request that Metro and its partners analyze air pollution disparities in the process of implementing this RTP and undertake a more detailed modeling exercise in the next update. To the extent possible, we also request that Metro take near term steps to mitigate any disparities.	Comment noted. No change recommended. Metro staff recognizes the limitations of the tools currently used related to analyzing and assessing mobile source emissions. If resources and capacity allow, Metro is interested in partnering with air quality experts, including DEQ, PSU, and other entities using more disaggregated emissions models, to conduct air quality analysis at smaller geographies (e.g. corridors, equity focus areas, etc.) in future RTPs and on projects.
20	RTP Chapter 3	Banks	Rachael	Multnomah County Public Health	7/25/2018	Letter	Recommendation to add policies to mitigate impacts of concentrated multifamily housing along our most polluted corridors. Suggested language to include: Potential policies or implementation actions that reduce exposure or that reduce total emissions include: <ul style="list-style-type: none"> • On corridors with multifamily housing, use street designs that separate people walking and biking from sources of traffic pollution. • Prioritize electrification of transit and charging infrastructure for freight and light duty vehicles on the most polluted corridors. • Disseminate best practices in orienting buildings and designing indoor air systems to minimize pollution exposure. 	Amend RTP to identify these actions as potential design and mitigation strategies for Metro and jurisdictional partners to consider as projects move forward in project development.
21	RTP Chapter 3	Batson	Scott	Community member	7/2/2018	Email	Page 3-7: Amend the graphic under 'Safe System Approach' to say "It is possible to prevent all traffic deaths:"	Amend as requested.
22	RTP Chapter 3	Batson	Scott	Community member	7/2/2018	Email	Page 3-42: Main streets is missing information	Amend Table 3.8 to fix formatting. "Main Street" land use type was inadvertently carried over from previous page Community Boulevard design type.

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23	RTP Chapter 3	Batson	Scott	Community member	7/2/2018	Email	<p>Page 3-53, calling out policies 3 and 5 that "seem counter-intuitive to current knowledge regarding induced and latent demand"</p> <p>Policy 12: "...should be reframed to occur before expanding to the planned lanes, let alone beyond the plans."</p> <p>Additional context: "The uncertainty regarding technological changes on the horizon could add capacity to the existing system, negating the need to expand in the first place, rendering such investment a waste."</p>	No change recommended. This policy is consistent with existing RTP policy and the region's federally-required congestion management process (CMP). The CMP directs the region to consider system and demand management, multi-modal connectivity, expanded transit service and other strategies prior to adding capacity.
24	RTP Chapter 3	Batson	Scott	Community member	7/2/2018	Email	Page 3-59: Instead of saying "...fewer than 1,000 vehicles per day", recommend providing a range of "200 - 2,000 vehicle per day"	Amend as requested.
25	RTP Chapter 3	Batson	Scott	Community member	7/2/2018	Email	Figure 3-17: "it seems odd...to not plan for Foster to be a major arterial out to Happy Valley, particularly considering the modeling."	No change recommended. These classifications are consistent with adopted transportation system planning completed by Portland, Gresham, Happy Valley and Clackamas County for the Pleasant Valley area. Chapter 8 (Section 8.2.4.6) of the RTP identifies a corridor refinement plan for the Clackamas to Columbia planning area. This planning effort will examine north/south multi-modal travel needs and potential solutions in the area, including Foster Road and 172nd and 190th avenues. In addition, Clackamas County is leading an update to the County TSP for the unincorporated area of Clackamas County and Happy Valley is updating its TSP for the western portion of the former city of Damascus. All of these efforts will be coordinated with the City of Portland and other partners, and could result in functional classification changes that would be considered in the next RTP update (due 2023).

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26	RTP Chapter 3	Sallinger	Bob	Audubon Society of Portland	7/31/2018	Letter	<p>Recommend including the following information for the Climate Smart Strategy policies on pages 3-28 and 3-29 (section 3.2.3):</p> <p><u>"- Protection and avoidance of high value natural resource sites</u> <u>- Avoidance of hazard areas such as steep slopes and floodplains that provide landscape resiliency and which are also likely to increase in hazard potential as the impacts of climate change increase.</u> <u>- Integration of green infrastructure into the transportation network whenever possible (including tree canopy, green streets, green walls, permeable surfaces, etc.) to reduce and mitigate negative environmental impacts of climate change such as increased carbon sequestration and reduced air pollution, stormwater runoff, water pollution, urban heat island effect, habitat fragmentation, etc."</u></p>	<p>Amend as follows:</p> <ul style="list-style-type: none"> - add a definition of "green infrastructure" to the RTP glossary that includes tree canopy, street trees, green streets, green walls, permeable surfaces - include the following on pages 3-28 and 3-29: <ul style="list-style-type: none"> - <u>Protection and avoidance of high value natural resource sites</u> - <u>Avoidance of hazard areas such as steep slopes and floodplains that provide landscape resiliency and which are also likely to increase in hazard potential as the impacts of climate change increase.</u> - <u>Integration of green infrastructure into the transportation network when practicable to reduce and mitigate negative environmental impacts of climate change.</u>
27	RTP Chapter 3	Sallinger	Bob	Audubon Society of Portland	7/31/2018	Letter	Amend page 3-39 (section 3.3.2) to make each of the design classifications include a line about the type and scale of green infrastructure that is appropriate for the classification	<p>Amend the design classification descriptions to add the following sentence to each section:</p> <p><u>Include green infrastructure designs to filter and retain stormwater runoff and design features to allow wildlife crossings and fish passage.</u></p>
28	RTP Chapter 3	Sallinger	Bob	Audubon Society of Portland	7/31/2018	Letter	<p>Reiterating support for prioritization of demand management strategies prior to building new capacity (section 3.5.4).</p> <p>"Audubon strongly supports the prioritization of demand management strategies prior to building new capacity. However it appears to us that Metro is failing to actually follow this approach in its ongoing support of the I-5 Broadway Corridor expansion proposal."</p>	No change recommended.
29	RTP Chapter 3	Sallinger	Bob	Audubon Society of Portland	7/31/2018	Letter	Amend Table 3.10 Design Characteristics of Healthy Arterials (section 3.3.3, page 3-44) to add a line about "minimizing light pollution"	No change recommended to table 3.10. This table is derived directly from the source footnoted. A new table has been recommended for this chapter to summarize potential mitigation strategies; minimizing light pollution is proposed for inclusion in the new table.

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30	RTP Chapter 3	Hagerbaumer	Chris	Oregon Environmental Council	8/11/2018	Letter	<p>(Section 3.2.4.3) Suggestion to specifically state that one way to ensure that emerging technologies are shared is to price them in a way that encourages several passengers, rather than zero passengers."</p> <p>"One principle states: 'Emerging technology companies and users should contribute their fair share of the stewardship cost of operating, maintaining and building the transportation system' OEC agrees."</p>	<p>No change recommended. This is already addressed in the RTP policies and the Emerging Technology Strategy, which goes into greater detail about how these policies can be implemented. Policy 2 in Section 3.2.4.3 commits to "Use emerging technology to improve transit service, provide shared travel options throughout the region and support transit, bicycling and walking." The first implementation action listed under this policy in the ETS is to "Price, manage and design streets to reduce vehicle miles traveled and prioritize transit use and shared travel." Other RTP policies calls for more general pricing of vehicle travel, which would also apply to shared vehicles:</p> <ul style="list-style-type: none"> - "Expand the use of pricing strategies to manage vehicle congestion and encourage shared trips and use of transit." (RTP Goal 2, Objective 4.6, p. 2-15.) - "In combination with increased transit service, consider use of value pricing to manage congestion and raise revenue when one or more lanes are being added to throughways." (Regional Motor Vehicle Policy 6, p. 3-52.).
31	RTP Chapter 3	Hagerbaumer	Chris	Oregon Environmental Council	8/11/2018	Letter	<p>(Regional motor vehicle policies - pg. 3-53). Suggestion that if policy 6 (value pricing) is implemented, policy 5 (highway expansion) will not be needed.</p> <p>"...the only way to effectively provide new capacity over the long run is to apply value pricing. Congestion pricing eliminates bottlenecks and gets traffic flowing: it is - in essence - new capacity."</p>	No change recommended.

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32	RTP Chapter 3	Hagerbaumer	Chris	Oregon Environmental Council	8/11/2018	Letter	<p>Stating strong support for Objective 8.4 Low and No Emissions Vehicle on pg. 2-19. Suggestion to include specific strategy on how to achieve stated objective.</p> <p>"Vehicle technology and cleaner fuels are two critical pieces of the 'three-legged stool' for reducing GHGs from transportation...searching through the draft RTP we could not find a related strategy to technology or fuels, even in the section on transit."</p>	<p>Amend Section 3.2.3 (page 3-30) to reference the the 2014 Climate Smart Strategy toolbox of potential actions and amend Section 3.6.4 to describe TriMet's efforts to transition to low and no emissions vehicles as follows, <u>"TriMet began testing clean fuel buses in 2002 with two diesel-electric hybrids and we currently operate eight hybrids that we began to introduce in 2012. While those buses had some advantages, TriMet ultimately didn't see the performance needed to roll them out system-wide. Through a recent federal grant, as well as support from Portland General Electric, TriMet purchased five electric buses that will soon run on Line 62-Murray Blvd in Beaverton. TriMet continues to look for additional resources for additional testing. While on paper electric buses sound great, TriMet needs to make sure they live up to their promise before rolling them out system-wide. Seeing how these buses operate under real-world conditions will help TriMet assess if these battery-electric buses are a viable and economic option for system-wide expansion. Whether electricity or hydrogen-powered, cleaner alternative fuels are the future of transit. TriMet's efforts to embark on this test that will move our region one step closer to this vision. In addition, TriMet was just awarded federal funds to purchase additional battery electric buses within the next five years, and House Bill 2017 provides an opportunity to further invest in these vehicles."</u></p>

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33	RTP Chapter 3	Hagerbaumer	Chris	Oregon Environmental Council	8/11/2018	Letter	Amend Section 3.6.4 (page 3-85) include new electric scooters.	<p>Amend page 3-85 as follows: In the first bullet, update the number of ride-hailing (TNC) rides in Portland consistent with the ETS: · In the city of Portland, <u>ride-hailing services transportation network companies (TNCs)</u> Uber and Lyft provided an estimated <u>10</u> 7-million rides in 2017. We do not know how many of these were first/last mile connections to transit.</p> <p>add a bullet under "Explore new ways to improve connections to high frequency transit." <u>The City of Portland recently launched a four-month pilot for shared electric scooters (also known as dockless scooters or e-scooters) in summer 2018. In the first three weeks of the pilot these scooters carried close to 100,000 trips. Following the pilot, the City will evaluate how e-scooters contribute to its mobility, equity, safety, and climate action goals. Metro and its public agency partners will be coordinating with Portland to understand how e-scooters support regional goals, whether they are effective at providing first/last mile connections to transit, and if so, what steps transportation agencies could take to make scooters available for these connections.</u></p> <p>- replace all references to transportation network companies (TNCs) with "<u>ride-hailing services</u>" in RTP and strategies.</p>

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34	RTP Chapter 3	Hagerbaumer	Chris	Oregon Environmental Council	8/11/2018	Letter	Amend Section 3.6.4 (page 3-85) to include new electric scooters.	<p>Amend page 3-85 as follows: revise first bullet under "Other innovations are not yet available in our region, but may be soon:" · Share electric bikes or scooters allow riders to take easier or longer-distance trips than they could on conventional bicycle.</p> <p>Note: This change reflects that scooters are here.</p> <p>Amend page 3-86, first bullet: · Coordinate with shared mobility companies to provide shared connections to transit stations. Several communities already support vanpools or operate shuttles to and from transit stations. Similarly, public agencies can work partner with microtransit, or car sharing, <u>pooled ride-hailing services or dockless bike/scooter sharing</u> companies to provide new connections to transit and promote the use of these services.</p>
35	RTP Chapter 3	Hagerbaumer	Chris	Oregon Environmental Council	8/11/2018	Letter	"Although the policy is not Metro's, Metro should lend its voice to changing the state's helmet requirement. E-scooters should be in parity with e-bikes on helmet requirements."	Metro plans to continue to engage in state and regional conversations about e-scooter policy, including helmet use. At this point in time, little information is available about the relative safety risks of e-scooters compared to e-bikes and other modes of transportation. We expect the City of Portland's evaluation of its scooter pilot, as well as similar evaluations being conducted by other U.S. cities, to provide information that will help Metro and its partners weigh the benefits of improving access to scooters against any safety risks associated with eliminating helmet requirements.

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36	RTP Chapter 3	Hagerbaumer	Chris	Oregon Environmental Council	8/11/2018	Letter	General comment in support of Transit Policy 8: Ensure that transit is affordable, especially for people who depend on transit on pg. 3-87. "By providing a universal free transit pass to youngsters, the region could get a twofer: greater equity and less congestion (while also creating goodwill towards transit resulting in the next generation of transit riders)."	No change needed. Access to public transportation is access to opportunity. Riders with qualifying incomes, along with organizations that distribute fare to low-income clients, can take advantage of the following programs to get their transit fare at a lower cost or at no cost– The Transit Assistance Program, Fare Assistance Program, and Fare Relief Program. More information on these programs can be found at https://trimet.org/accesstransit . Expanding these programs to a free universal transit pass to youth throughout the TriMet service area would require additional resources. Currently, reduced fares are available to youth ages 7–17 and students in high school (grades 9–12) or pursuing a GED. High school students in the Portland Public School District can ride TriMet for free during the school year by showing their student ID. Unlike other school districts, Portland Public Schools does not provide regular yellow school bus service. The Student Pass program is a partnership between TriMet, the school district and the City of Portland.
37	RTP Chapter 3	Liden	Keith	Community members	8/12/2018	Email	Proposed amendment to Figure 3.30 Regional Bicycle Network Map: - Add SW Stephenson and SW 35th to provide a much-needed connection between SW Boones Ferry Rd. and SW Barbur.	Amend as requested to add SW Stephenson (Boones Ferry to 25th) and SW 35th (Stephenson to Huber) to RTP system map as Regional Bikeway. To ensure connectivity to SW Barbur, also add SW Huber (35th to Barbur) as Regional Bikeway. This recommendation has been coordinated with and is supported by City of Portland staff.
38	RTP Chapter 3	Liden	Keith	Community members	8/12/2018	Email	Proposed amendment to Figure 3.30 Regional Bicycle Network Map: - Add SW Capitol Hill Rd. to complement SW 19th and this important bike crossing of Barbur and I-5.	Amend as requested to add SW Capitol Hill Rd (Bertha to Barbur) as a Regional Bikeway. This recommendation has been coordinated with and is supported by City of Portland staff.
39	RTP Chapter 3	Liden	Keith	Community members	8/12/2018	Email	Proposed amendment to Figure 3.30 Regional Bicycle Network Map: - Add SW Taylors Ferry Rd. between SW Terwilliger and SW Spring Garden to make the connection between Burlingame and Barbur.	Amend as requested to add SW Taylors Ferry (SW Terwilliger to Spring Garden). Also, to ensure connectivity to SW Barbur, also add SW Spring Garden (Taylor's Ferry to Barbur). This recommendation has been coordinated with and is supported by City of Portland staff.

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40	RTP Chapter 3	Liden	Keith	Community members	8/12/2018	Email	Proposed amendment to Figure 3.30 Regional Bicycle Network Map: - Replace SW Humphrey with SW Hewitt because improving Humphrey would be hideously expensive and will never happen in reality. Hewitt, on the other hand, is a perfect low-traffic alternative for a neighborhood greenway treatment with a similar distance and same end points as Humphrey. To complete the regional system, Metro needs to utilize less expensive alternatives such as this when they're available.	No change recommended. Metro and City staff agree that SW Humphrey provides better regional route spacing than SW Hewitt. Hewitt is fairly close to Patton Road, and relatively far from the Sunset Highway multi-use path. Also, Hewitt may be a lesser expensive project that the City could fund on its own without regional/federal funding. This recommendation has been coordinated with and is supported by City of Portland staff.
41	RTP Chapter 3	Liden	Keith	Community members	8/12/2018	Email	Proposed amendment to Figure 3.32 Regional Pedestrian Network: - Add SW Dosch Rd. between Sunset and B-H Hwy. to provide much needed walking access to the B-H Hwy. enhanced transit corridor.	Amend as requested. In addition, to meet policy for regional pedestrian routes (located on urban major or minor arterials, transit routes, regional trails, streets within centers), Metro and City of Portland staff recommend: - designating Dosch Road (Beaverton-Hillsdale Hwy to Patton Road) and SW Patton Road (Dosch to Vista Dr) and SW Vista (Patton to Burnside) as Minor Arterials on the Regional Motor Vehicle Network Map to connect SW Dosch Road to the rest of the regional system. This recommendation has been coordinated with and is supported by City of Portland staff. - Designate the following streets as Regional Pedestrian Corridors: SW Patton (Dosch to Vista) and SW Vista (Patton to Burnside) because this route has been recommended to be upgraded to a minor arterial in the RTP (and it serves the #51 bus).
42	RTP Chapter 3	Liden	Keith	Community members	8/12/2018	Email	Proposed amendment to Figure 3.32 Regional Pedestrian Network: - Add SW 30th between Vermont and B-H Hwy. to provide much needed walking access to the B-H Hwy. enhanced transit corridor.	Amend as requested. Add SW 30th (Vermont to Beaverton-Hillsdale Hwy) as regional pedestrian corridor. In addition, to meet policy for regional pedestrian routes (located on urban major or minor arterials, transit routes, regional trails, streets within centers), Metro and City staff also recommend designating SW 30th Avenue (Vermont to BH Hwy) as a Minor arterial on the Regional Motor Vehicle Network Map. This recommendation has been coordinated with and is supported by City of Portland staff.

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43	RTP Chapter 3	Liden	Keith	Community members	8/12/2018	Email	Proposed amendment to Figure 3.32 Regional Pedestrian Network: - Add SW Hewitt between SW Patton and Sylvan because it's important to have a walking connection between the two.	No change recommended. SW Hewitt does not match policy for a regional pedestrian route. (urban major or minor arterials, transit routes, regional trails, streets within centers). This recommendation has been coordinated with and is supported by City of Portland staff.
44	RTP Chapter 3	Liden	Keith	Community members	8/12/2018	Email	Proposed amendment to Figure 3.32 Regional Pedestrian Network: - Add SW Stephenson and SW 35th to provide a much-needed connection between SW Boones Ferry Rd. and SW Barbur.	No change recommended. SW Stephenson and SW 35th do not match policy for a regional pedestrian route. (urban major or minor arterials, transit routes, regional trails streets within centers). This recommendation has been coordinated with and is supported by City of Portland staff.
45	RTP Chapter 3	Warner	Chris	City of Portland	8/13/2018	Letter	Recommendation to make the RTP's classifications consistent with Portland's 2035 Transportation System Plan. "...in our technical review of the 2040 RTP's classifications, we have identified several classifications that do not correspond with the classifications recently adopted as part of Portland's 2035 Transportation System Plan. PBOT staff have submitted a table of recommended changes to Metro staff."	Amend as requested.
46	RTP Chapter 3	Kraushaar	Nancy	City of Wilsonville	8/13/2018	Letter	(page 3-9, section 3.2.21.4 Safety and Security Policies) Recommendation to add a policy about Resiliency to be consistent with Objective 5.3 of Goal 5: Safety and Security.	Amend as follows: - add new design policy to Section 3.3 that addresses resiliency, as follows: <u>Strive to identify the risks of climate change and extreme weather events to current and planned transportation systems and integrate consideration of these risks into planning, operations, policies and programs to the extent practicable in order to promote preparedness and resilience; safeguard transportation investments; and ensure the safety, reliability, and sustainability of the region's transportation system.</u> - add a call out box describing resiliency and potential opportunities for future transportation resiliency planning efforts

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47	RTP Chapter 3	Kraushaar	Nancy	City of Wilsonville	8/13/2018	Letter	(page 3-42, table 3.8 Design Classifications for Regional Motor Vehicle Network) Recommendation for City Industrial Street, on the right side of the street cross-section, please change "Bikeway" to "Protected Bikeway" "This is important when bikes are traveling adjacent to trucks in an industrial area."	Amend as requested.
48	RTP Chapter 3	Kraushaar	Nancy	City of Wilsonville	8/13/2018	Letter	(page 3-63, Regional Motor Vehicle Network) Recommendation to revise the map to include 95th Avenue from Boeckman Road to Boones Ferry Road, Kinsman Road from Barber Road to Boeckman Road, Boones Ferry Road from Ridder to Wilsonville Road and Canyon Creek Road between Town Center Loop East and Elligsen Road.	Amend as follows: - Add 95th (Boeckman to Boones Ferry) as minor arterial. - Add Kinsman Rd (Wilsonville Rd to Ridder Rd) as minor arterial/future minor arterial. - Add Canyon Creek Rd as Minor arterial (Town Center Loop East to Elligsen Rd). - Do not add Boones Ferry Rd, because it is designated as a Collector in the Wilsonville TSP and doesn't meet regional spacing standards (too close to 95th).
49	RTP Chapter 3	Kraushaar	Nancy	City of Wilsonville	8/13/2018	Letter	(page 3-66, section 3.6.2 Regional Transit Network Concept) Recommendation to delete "district" from the fifth line in reference to "South Metro Area Regional Transit (SMART) district ".	Amend as requested.
50	RTP Chapter 3	Kraushaar	Nancy	City of Wilsonville	8/13/2018	Letter	(page 3-74, section 3.6.4 Regional Transit Policies). Recommendation for Climate and Clean Air goals to be woven into the transit policies or be its own policy. "It is important to include the concept that a goal of increased transit is to implement the Climate Smart Strategy in this RTP."	Amend as requested to better link climate and clean air goals to transit policies.
51	RTP Chapter 3	Kraushaar	Nancy	City of Wilsonville	8/13/2018	Letter	(Page 3-133 through 4-25, etc. Various Maps and Graphs) Improve the quality/clarity of many of the graphics that are quite small or fuzzy for easy reading and understanding.	Amend as requested.
52	RTP Chapter 3	Bezner	Mike	Clackamas County	8/13/2018	Letter	On page 3-53, recommendation "for policy 7, add 'up to four lanes' (or more if needed due to lack of connectivity) to be consistent with the footnote on Table 3-41 Design Classifications	Amend Policy 7 on page 3-53 to add footnote listed under Table 3.8 on page 3-41.

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53	RTP Chapter 3	Bezner	Mike	Clackamas County	8/13/2018	Letter	On page 3-53, revise Policy 12 to "remove 'value pricing' reference until a more comprehensive study/report is complete and other text as follows:	No change recommended. The region conducted a comprehensive study of value pricing in the 1990's that led to existing RTP policy (first adopted in 2000) to consider value pricing when new throughway capacity is being added. Since then, RTP policy has indicated that demand management tools, including congestion pricing, be used to understand the multimodal needs of the system, particularly before capacity expansion projects. A regional congestion pricing study (described in Section 8.2.3.2) will help us better understand different ways that congestion pricing could be implemented, and potential impacts of implementation. This policy may be updated post-RTP adoption, pending completion of pricing-related studies identified in Chapter 8 of the RTP and future Metro Council and JPACT policy direction.
54	RTP Chapter 3	Bezner	Mike	Clackamas County	8/13/2018	Letter	Page 3-55, fifth paragraph - Revise the following language as follows: "change 'demonstrate that' to 'examine whether'; change 'cannot' to 'can'.	This policy is consistent with existing RTP policy and the region's federally-required congestion management process (CMP). The CMP directs the region to consider system and demand management, multi-modal connectivity, expanded transit service and other strategies prior to adding capacity. Local governments must demonstrate they have considered these strategies as required in the Regional Transportation Functional Plan, Section 3.08.220 (A)6 prior to adding motor vehicle capacity.
55	RTP Chapter 3	Bezner	Mike	Clackamas County	8/13/2018	Letter	Recommendation to develop a strategy to support tying together growing congestion, value pricing and investment priorities.	Comment noted. The scope of a potential regional pricing study will be developed separately from the RTP. We look forward to working with you on development of the scope of work.

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56	RTP Chapter 3	Bezner	Mike	Clackamas County	8/13/2018	Letter	On page 3-64 (Regional Motor Vehicle Network map), the map should accurately reflect phase 2 of the Sunrise project extended out to 172nd Ave.	Amend as requested as follows: - show existing Sunrise Project (I-205 to 122nd) as throughway (solid red line). - show Phase 2 Sunrise Project (122nd to 172nd) as future throughway (dashed red line). - downgrade OR 212 to a minor arterial east of OR 212/224 junction. - downgrade OR 212 to a major arterial between I-205 and OR 224. This recommendation was developed in coordination with and is supported by ODOT and Clackamas County staff.
57	RTP Chapter 3	Bezner	Mike	Clackamas County	8/13/2018	Letter	On page 3-105, more clarity is needed on actions that need to be taken to make "Policy 1: Make bicycling the most convenient, safe and enjoyable transportation choices for short trips less than three miles" achievable.	Amend the language to add the following, " <u>Actions to implement this policy can be found in Chapter 12 of the 2014 Regional Active Transportation Plan.</u> " The actions to implement each of the bicycle network policies are identified in Chapter 12 of the 2014 Regional Active Transportation Plan. There are eight specific actions to implement Policy 1.
58	RTP Chapter 3	Bezner	Mike	Clackamas County	8/13/2018	Letter	On page 3-117, more clarity is needed on actions that need to be taken to make "Policy 1: Make walking the most convenient, safe and enjoyable transportation choices for short trips less than one mile" achievable.	Amend the language to add the following, " <u>Actions to implement this policy can be found in Chapter 12 of the 2014 Regional Active Transportation Plan.</u> " The actions to implement each of the bicycle network policies are identified in Chapter 12 of the 2014 Regional Active Transportation Plan. There are eight specific actions to implement Policy 1.

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59	RTP Chapter 3	Valencia	Joanna	Multnomah County	8/13/2018	Letter	(section 3.3.2) No recommended change suggested. Comment asks for clarification on flexibility of apply/implementing these designs especially in situations where areas in the region differ and application/implementation may be different for one areas over the other.	No change needed. The policies and classifications described in this section are flexible, describing how different design elements can be integrated depending on available right-of-way, the multi-modal functions of the facility and 2040 land use component(s) the facility serves. Metro's Livable Streets design best practices will provide guidance and information to inform potential tradeoffs when balancing these and other needs such as improving safety and minimizing natural resource impacts.
60	RTP Chapter 3	Singelakis	Andrew	Washington County	8/13/2018	Letter	(Page 3-12 - Safety Policy 9) Delete the second sentence of the second paragraph as follows: "This policy specifies that safety data, analytical tools and metrics must be part of the evaluation when defining the adequacy of capacity on the transportation system. To design and operate safe roadways, there is a need to evaluate the impacts of increased capacity to safety. "	Amend as requested.

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61	RTP Chapter 3	Singelakis	Andrew	Washington County	8/13/2018	Letter	(Page 3-34 - Emerging Technology policies) Recommendation to revise the policies to incorporate other emerging technologies that will affect our transportation system (emerging tech and TSMO policies should be looked at together).	No change recommended. TSMO and the emerging technology strategy deal with two distinct types of technology. The TSMO program focuses on technologies that public agencies use to better manage the existing transportation system; the ETS focuses on technologies deployed primarily by the private sector that are connecting people to new travel options. The emerging technology and TSMO policies were considered side-by-side when drafting the RTP; in general the TSMO program's focus on improving data connectivity and collection throughout the transportation system support's the ETS' policy to "Use the best data available to empower people to make travel choices and to plan and manage the transportation system." Metro is planning an update to the TSMO strategic plan for 2019 that will more comprehensively align the TSMO program with the ETS and consider both policy changes and technology projects that lay a groundwork for better management of both the current transportation system and emerging technologies like shared mobility and autonomous vehicles. The implementation actions in the Emerging Technology Strategy and chapter 8 of the RTP call for Metro to "update the RTO and TSMO program guidelines to better support emerging technology projects" within the six months following RTP adoption (ETS, p. 36).
62	RTP Chapter 3	Singelakis	Andrew	Washington County	8/13/2018	Letter	(Page 3-53) Recommendation to reword Regional Motor Vehicle Policy 3 to remove "preserve" and insert "increase", having the new policy say: " <u>Increase</u> Preserve capacity on the region's throughway network for longer regional, inter-regional and interstate travel."	<u>Amend Policy 3 as follows " Preserve <u>Actively manage and optimize capacity on the region's throughway network for longer regional, inter-regional and interstate travel.</u>"</u> As noted in the comment, the analysis shows congestion remains on the region's throughway network. This policy is aimed at prioritizing managing/optimizing existing and new throughway capacity for longer trips, consistent with the region's federally-required congestion management process (CMP). The CMP directs the region to consider system and demand management, multi-modal connectivity, expanded transit service and other strategies prior to adding capacity.

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63	RTP Chapter 3	Singelakis	Andrew	Washington County	8/13/2018	Letter	<p>Recommendation to reword Regional Motor Vehicle Policy 9 as follows: "Minimize environmental impacts of <u>new or improved the motor vehicle network facilities using green-street infrastructure design and other approaches.</u>"</p> <p>Washington County's high water table makes impervious surfaces impracticable for most of the county. The updated green street designs may address this but until the update is complete the language should provide flexibility on how to achieve the desired outcome.</p>	<p>Amend as follows, "Minimize environmental impacts of <u>new or improved the motor vehicle network facilities</u> using green street infrastructure design and other approaches <u>to the extent practicable.</u>"</p> <p>Metro recognizes the challenges of implementing green street designs in many parts of the region. Clean Water Services have developed low impact development practices, including green street approaches, to address stormwater runoff in the Tualatin River basin in Washington County.</p>
64	RTP Chapter 3	Singelakis	Andrew	Washington County	8/13/2018	Letter	<p>Recommendation to reword Regional Motor Vehicle Policy 11 to say: "Incorporate complete street and green street design that prioritize for safe and convenient pedestrian and bicycle access for regional and local roadways."</p>	<p>Amend as requested. Green street designs are addressed in Motor Vehicle Policy 9.</p>
65	RTP Chapter 3	Singelakis	Andrew	Washington County	8/13/2018	Letter	<p>Recommendation to remove mention of 'value pricing' in Regional Motor Vehicle Policy 12, as follows: "Prior to adding new motor vehicle capacity beyond the planned system of motor vehicle through lanes, demonstrate that system and demand management strategies, including access management, transit and freight priority, <u>value pricing</u>, transit service and multimodal connectivity improvements cannot adequately address arterial or throughway deficiencies and bottlenecks."</p>	<p>Amend as follows, "Prior to adding new motor vehicle throughway capacity beyond the planned system of motor vehicle through lanes, demonstrate that system and demand management strategies, including access management, transit and freight priority, <u>value congestion pricing</u>, transit service and multimodal connectivity improvements cannot adequately address arterial or throughway deficiencies and bottlenecks."</p> <p>This policy is consistent with existing RTP policy and the region's federally-required congestion management process (CMP). The CMP directs the region to consider system and demand management, multi-modal connectivity, expanded transit service and other strategies prior to adding capacity.</p>
66	RTP Chapter 3	Singelakis	Andrew	Washington County	8/13/2018	Letter	<p>(Page 3-63) The following recommendations are suggested for the Regional Motor Vehicle Network Map:</p> <ul style="list-style-type: none"> • The MPA area boundary and the UGB boundary are confusing. Recommend clarifying. • Where the UGB line follows a roadway is confusing. It appears to be designating the boundary roadway as both rural and urban. These are urban roadways and the UGB line on top of them is confusing. Please adjust the map to remove the ambiguity. 	<p>Amend as requested. Roads along the urban growth boundary will be designated as urban.</p>

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67	RTP Chapter 3	Singelakis	Andrew	Washington County	8/13/2018	Letter	(Page 3-63) The following recommendations are suggested for the Regional Motor Vehicle Network Map: <ul style="list-style-type: none"> • Ensure that all roads inside the UGB that designated as regional are also designated as urban (might be best to remove the rural from the legend). Notable omissions in need of correction: <ul style="list-style-type: none"> o Highway 219 south of Hillsboro o Jackson School Road north of Evergreen Parkway o 185th Avenue north of West Union Road o Farmington Road west of 209th Avenue 	Amend as requested.
68	RTP Chapter 3	Singelakis	Andrew	Washington County	8/13/2018	Letter	(Page 3-63) The following recommendation is suggested for the Regional Motor Vehicle Network Map: <ul style="list-style-type: none"> • Ensure that all roads outside the UGB that are designated as regional are also designated as rural. • River Road is identified as urban outside the UGB. 	Amend as requested.
69	RTP Chapter 3	Singelakis	Andrew	Washington County	8/13/2018	Letter	(Page 3-63) The following recommendations are suggested for the Regional Motor Vehicle Network Map: <ul style="list-style-type: none"> • Century Boulevard between Evergreen Road and Baseline Road is shown as proposed; it is complete. • 124th Avenue between Tualatin-Sherwood Road and Grahams Ferry Road is shown as proposed; it is complete. • 198th Avenue between TV Highway and Farmington Road is shown as proposed; it is complete. • 229th Avenue is shown as proposed; it is complete. 	Amend as requested. Roads that are completed will be shown as a solid line rather than dashed line.
70	RTP Chapter 3	Singelakis	Andrew	Washington County	8/13/2018	Letter	(Page 3-63) The following recommendations are suggested for the Regional Motor Vehicle Network Map: <ul style="list-style-type: none"> • Basalt Creek Parkway between Grahams Ferry Road and Boones Ferry Road is shown as complete; it is not. • Cornelius Pass Road between TV Highway and Rosedale Road is shown as complete; it is not. Also the alignment shown does not match adopted plans. • 125th Avenue is shown as a complete between Hall Boulevard and Brockman Street; it is not complete. 	Amend as requested. Proposed new roads that are not completed will be shown as a dashed line rather than a solid line. In addition the alignment of the Cornelius Pass Road will be updated to match adopted plans.

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71	RTP Chapter 3	Singelakis	Andrew	Washington County	8/13/2018	Letter	(Page 3-63) The following recommendation is suggested for the Regional Motor Vehicle Network Map: • 174th Avenue between West Union Road and Laidlaw Road is miscoded - Laidlaw Rd between West Union Road and 174th Avenue should be the minor arterial. 174th Avenue in this segment should not be on the regional network.	Amend as requested to shift minor arterial designation in this area to Laidlaw between West Union Road and 174th Avenue.
72	RTP Chapter 3	Singelakis	Andrew	Washington County	8/13/2018	Letter	(Page 3-63) The following recommendation is suggested for the Regional Motor Vehicle Network Map: • 229th is incorrectly shown as a minor arterial.	No change recommended. 229th/Century Blvd envisioned as minor arterial north/south spine through City of Hillsboro from Rosedale Road to West Union Road.
73	RTP Chapter 3	Singelakis	Andrew	Washington County	8/13/2018	Letter	(Page 3-63) The following recommendation is suggested for the Regional Motor Vehicle Network Map: • Rosedale Road between 229th and 209th avenues is incorrectly shown as a minor arterial.	No change recommended. Rosedale Road is classified as minor arterial to reflect project 11911. To be in RTP project must be classified as minor arterial or above if it is not in a center or industrial area, and is not designated on the regional bike, pedestrian, freight or transit networks.
74	RTP Chapter 3	Singelakis	Andrew	Washington County	8/13/2018	Letter	(Page 3-63) The following recommendation is suggested for the Regional Motor Vehicle Network Map: • Brookwood Parkway south of TV Highway is incorrectly shown as a minor arterial.	<u>No change recommended. This designation is consistent with the function of this facility and project included in the RTP. This recommendation has been coordinated with and is supported by City of Hillsboro and Washington County staff.</u>
75	RTP Chapter 3	Singelakis	Andrew	Washington County	8/13/2018	Letter	(Page 3-63) The following recommendation is suggested for the Regional Motor Vehicle Network Map: • The proposed collectors in South Cooper Mountain are incorrectly shown as minor arterials.	No change recommended. Barrows Road and S.Cooper Mountain Road are classified as minor arterials to reflect projects 11892 and 11893. To be in RTP these projects must be classified as minor arterials or above if they are not in a center or industrial area and are not designated on the regional bike, pedestrian, freight or transit networks.
76	RTP Chapter 3	Singelakis	Andrew	Washington County	8/13/2018	Letter	(Page 3-63) The following recommendation is suggested for the Regional Motor Vehicle Network Map: • 160th Avenue between TV Highway and Farmington Road is incorrectly shown as a minor arterial.	No change recommended. 160th Avenue is classified as minor arterial to reflect project 11911. To be in RTP project must be classified as minor arterial or above ifn it is not in a center or industrial area, and is not designated on the regional bike, pedestrian, freight or transit networks.

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77	RTP Chapter 3	Singelakis	Andrew	Washington County	8/13/2018	Letter	(Page 3-71) The following recommendations are suggested for the Regional Transit Network Map: • Add community connectors in Sherwood • PDX inset – remove stops and only show TC to be consistent with rest of map • Frequent service should overlay local service on map	Amend as requested.
78	RTP Chapter 3	Singelakis	Andrew	Washington County	8/13/2018	Letter	(Page 3-71) The following recommendations are suggested for the Regional Transit Network Map: • Washington County should have more enhanced transit corridors shown: 185th Avenue, Cornell Road/Barnes Road, OR 99W, Hall Boulevard and Beaverton-Hillsdale Highway	Amend the Regional Transit Map to include the following ETC corridors: 185th, Cornell Road/Barnes Road, Hall Boulevard and Beaverton-Hillsdale Highway, reflecting Enhanced Transit Concept projects identified in the 2018 RTP project list or that were modeled in the RTP system analysis. Metro and TriMet have worked with partners around the region to identify locations along the frequent transit service and streetcar lines with high ridership that are currently experiencing delays and reliability issues. These locations were evaluated through a series of workshops to identify potential ETC treatments that could be implemented by local jurisdictions, as part of the Regional Enhanced Transit Concept (ETC) Pilot Program. Metro and TriMet welcome the opportunity to continue working with jurisdictions on corridors and spot locations experiencing delay and reliability issues going forward into the future.

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79	RTP Chapter 3	Singelakis	Andrew	Washington County	8/13/2018	Letter	<p>(Page 3-77) Revise Transit Policy 3 as follows,</p> <p>Expand regional and local frequent service “Transit service improvements and expansion should be prioritized, with an emphasis on congested transit lines that serve historically marginalized communities. Key <u>considerations for investments in frequent service are ridership, productivity, and lines that provide historically marginalized communities access to jobs and other community places.</u> Decisions about transit investments should be assessed with an equity lens to ensure transit access for our most vulnerable communities.”</p> <p>The intent of the first sentence in the last paragraph is unclear with regards to the phrase “should be prioritized”, as it can be inferred that frequent service transit would be prioritized for investment over other transit, such as new routes in underserved areas. In addition, the “should” language sounds like a new policy, rather than an explanation of the policy statement at the beginning of the section. The focus should be on how frequent service investment is to be prioritized between existing transit routes, and not that frequent service should be prioritized over another type of service.</p>	Amend as requested.

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80	RTP Chapter 3	Singelakis	Andrew	Washington County	8/13/2018	Letter	<p>(Page 3-77) Revise Transit Policy 3 as follows,</p> <p>Improve local transit</p> <p>“Providing local bus service <u>community and job connector shuttles</u> increases the convenience of transit, particularly for areas without frequent service transit or where traditional transit service is not viable. <u>Community and job connector shuttles</u> Local transit service also expands <u>the reach of transit</u> community and regional transit service across the region, <u>which</u> that improves access to jobs and community places and can help facilitate that first/last mile connections where business and or homes are spread out and regional fixed-route bus service is not cost effective.”</p> <p>The third paragraph on this page seems more appropriate to discussing community connector shuttles. First sentence of this paragraph is also redundant with first sentence of previous paragraph.</p>	Amend as requested.
81	RTP Chapter 3	Singelakis	Andrew	Washington County	8/13/2018	Letter	<p>(Page 3-80), revise as follows:</p> <ul style="list-style-type: none"> - add definition or citation for the “Equitable Development Framework” that is cited - The last sentence in the second paragraph is unclear and needs revision: “Where possible HCT, projects should...” 	Amend as requested to add text that states, "The framework will vary for each project and should be developed at the time an HCT project is being considered through planning, engineering and construction. Last sentence should be revised as follows, "Where possible, HCT projects should..."

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82	RTP Chapter 3	Singelakis	Andrew	Washington County	8/13/2018	Letter	<p>(Page 3-81) Transit Policy 5, add language that details additional assessment is needed to identify potential demand for commuter rail and intercity transit to communities outside of the region.</p> <p>Intercity passenger rail and bus service to communities outside of the region provides an important connection to the regional transit network. A high level assessment of potential demand for commuter rail outside of the Portland urban growth boundary was conducted as part of the 2009 High Capacity Transit System Plan.</p>	Amend as requested to add text from the 2014 RTP that states, " <u>More recently, the Oregon Department of Transportation completed its analysis for improved passenger rail service between Eugene-Springfield and Portland – a 125 mile segment of the federally-designated Pacific Northwest Rail Corridor. The results of the study are documented in a Tier 1 Draft Environmental Impact Statement currently under review by the Federal Railroad Administration. Information in the DEIS includes the general rail alignment, communities where stations would be located and service characteristics, such as the number of daily trips, travel time objectives and recommended technologies. In addition, ODOT is looking at ways to improve future commuter rail needs through an update of the Oregon State Rail Plan. More work is needed to determine what partnerships, infrastructure investments and finance strategies are needed to support improved intercity passenger service to communities outside the region.</u> "
83	RTP Chapter 3	Singelakis	Andrew	Washington County	8/13/2018	Letter	(Page 3-84) Change Figure 3.25 (Regional Transit Access Priorities) to reflect a suite of travel options for accessing transit rather than as a hierarchy/prioritization.	No change recommended. First developed for the 2010 RTP transit policies, the graphic reflects the region's priority to provide improve walking and biking access to transit.
84	RTP Chapter 3	Singelakis	Andrew	Washington County	8/13/2018	Letter	<p>(Page 3-87) Remove "emerging" from Transit Policy 7, so the new policy states: "Use emerging technologies to provide better, more efficient transit service, including focusing on meeting the needs of people for whom conventional transit is not an option."</p> <p>Recommendation to revise the first paragraph of page 3-87 to generally say it is the region's approach to be proactive, supportive of and seek to integrate technological advances in transportation and mobility services that are supportive of and leverages the use of transit.</p>	Amend as requested.
85	RTP Chapter 3	Singelakis	Andrew	Washington County	8/13/2018	Letter	(Page 3-88) Revise to have the description of the SMART fareless program as a callout box.	Amend as requested.

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86	RTP Chapter 3	Singelakis	Andrew	Washington County	8/13/2018	Letter	<p>(Page 3-115) Revise the third bullet to reflect requirements in Section 3.08.130 of the Regional Transportation Functional Plan as follows:</p> <ul style="list-style-type: none"> • <u>Provision for safe crossing of streets</u> Safe pedestrian crossings of busy streets and controlled pedestrian crossings of major arterials provided at regular intervals following regional connectivity standards (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)). <p>RTP Section 3.08.130 Pedestrian System Design, Sub-Section C requires: Provision for safe crossing of streets and controlled pedestrian crossings of major arterials.</p>	Amend as requested to make the reference in RTP consistent with the functional plan.
87	RTP Chapter 3	Singelakis	Andrew	Washington County	8/13/2018	Letter	<p>(Page 3-119) Recommendation to reword the third paragraph, as follows: "The experience of people walking and pedestrian <u>Pedestrian</u> access along transit-mixed use corridors is improved with features such as wide sidewalks with buffering from adjacent motor vehicle traffic. <u>Pedestrian access to transit may include the provision for safe crossings of streets and controlled pedestrian crossings of major arterials, 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.</u>"</p> <p>The language is copied from the RTP, by doing so the connection between RTP and RTP is strengthened.</p>	Amend as follows, " The experience of people walking and pedestrian <u>Pedestrian</u> access along transit-mixed use corridors is improved with features such as wide sidewalks, <u>reasonably spaced marked crossings and</u> with buffering from adjacent motor vehicle traffic."
88	RTP Chapter 3	Hagar	Jim	Port of Vancouver	8/16/2018	Email	<p>(Page 3-79) Recommendation to add possible passenger ferry service to list as a potential future transit type</p>	Amend Section 3.6.4 to add a call out box describing private efforts to study the potential for passenger ferry service.

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89	RTP Chapter 3	Blasher	Jon	Metro - Parks and Nature	8/20/2018	Letter	<p>Page 3-46, fourth paragraph: Revise as follows, "Impervious surfaces have been linked to <u>flooding and changes in hydrology</u>, the shape of streams, water quality, water temperature...".</p> <p>Page 3-47, second paragraph: Add "minimize". Additionally, recommendation to use consistent case on Metro handbook titles.</p>	Amend as requested.
90	RTP Chapter 3	Blasher	Jon	Metro - Parks and Nature	8/20/2018	Letter	<p>Page 3-111, photo: Use a photo of the South Waterfront Greenway Trail in Portland to more closely reflect the caption.</p> <p>Page 3-111, fourth paragraph, last sentence: Recommendation to revise sentence to say "In <u>the highest</u> use areas, regional...."</p>	Amend as requested.
91	RTP Chapter 3	Blasher	Jon	Metro - Parks and Nature	8/20/2018	Letter	<p>Page 3-117, policies: State that walking is an important form of exercise and is the most popular recreational activity.</p> <p>"Oregon's 2017 Statewide Outdoor Recreation Survey shows that 83% of Oregonians walk on local streets and sidewalks for recreation, making this the most popular recreational activity in the state."</p>	Amend as requested.
92	RTP Chapter 3	Blasher	Jon	Metro - Parks and Nature	8/20/2018	Letter	<p>Page 3-121, Pedestrian Network Map: Reclassify the Willamette River Greenway in northwest and southwest Portland (including Tom McCall Waterfront Park) as a Pedestrian Parkway, not a Regional Pedestrian Corridor.</p> <p>"The multi-use path carries more pedestrian trips than any other facility in the region."</p>	Amend as requested.
93	RTP Chapter 3	Blasher	Jon	Metro - Parks and Nature	8/20/2018	Letter	<p>General comment for bridges and culverts:</p> <p>"when a new structure is built (or an existing one modified) that could damage important wildlife habitat or impede wildlife movement, crossings of all types should be designed appropriately to allow for fish, wildlife, and sometimes people movement at all water levels."</p>	Amend Section 3.3.4 as follows, " <u>When a new structure is built (or an existing one modified) that could damage important wildlife habitat or impede wildlife movement, crossings of all types should be designed appropriately to allow for fish, wildlife, and sometimes people movement at all water levels.</u> "

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94	RTP Chapter 3	Kirzakhalili	Ali	ODEQ	8/20/2018	Letter	Recommendation to revise language on page 3-31 to say: "There are also over <u>18,000</u> 100,000 electric vehicles registered in the state, with the majority located in the Portland region."	Amend as requested.
95	RTP Chapter 3	Makler	Jon	ODOT	8/20/2018	Letter	Recommendation to revise TSMO Policy 1 on page 3-126 to say: "Expand use of pricing strategies to manage travel demand on the transportation system <u>in combination with an adequate transit alternative.</u> "	Amend as follows, "Expand use of pricing strategies to manage travel demand on the transportation system <u>in combination with adequate transit service options.</u> "
96	RTP Chapter 3	Makler	Jon	ODOT	8/20/2018	Letter	Recommendation to revise the second paragraph on Page 3-126 to say: "...or times of day for their travels. <u>Successful implementation of pricing often includes improved transit service.</u> Reducing discretionary..." and provide additional information about ODOT's value pricing study and next steps.	Amend as requested.
97	RTP Chapter 3	Makler	Jon	ODOT	8/20/2018	Letter	Recommendation to incorporate pricing into the "Overarching System Policies" section (3.2, Page 3-4).	No change recommended. Pricing is currently addressed in the TSMO and Motor Vehicle Network policies.
98	RTP Chapter 3	Labbe	Ted	Urban Greenspaces Institute	8/21/2018	Letter	A more thoughtful integration of green infrastructure with the RTP would address needed improvements in fish and wildlife habitat connectivity, water and air quality, climate change mitigation, flood and drought resiliency, livability and human health. The environmental effects of transportation infrastructure deserves special consideration and future investments should elevate efforts to reconnect fragmented aquatic and terrestrial ecosystems and natural flows.	Amend Chapter 3 of the RTP as follows: - add new design policies and supporting discussion related to green infrastructure and resource protection to describe how projects can be planned and implemented to address various environmental challenges - add a discussion of how existing natural resources inventory data can be used to improve and refine project prioritization and design to improve habitat connectivity, remedy barriers from existing and proposed transportation infrastructure and restore ecological processes (runoff, flooding, etc.) Note: draft language is provided in supplemental recommendations (dated 8/31/18).

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99	RTP Chapter 3	Labbe	Ted	Urban Greenspaces Institute	8/21/2018	Letter	In lieu of lists of specific locations to optimize wildlife/habitat connectivity along these travel corridors, UGI requests that this RTP adopt a policy of providing at least one fully connected/ improved wildlife/habitat corridor every 1-2 miles for throughways. This approach would parallel the conceptual spacing of throughways and major arterials proposed on page 119. As travel speeds are higher on throughways, there is a greater need for wildlife habitat connectivity considerations within these corridors for the benefit of both wildlife and public safety.	No change recommended. This is beyond the scope of the current RTP update. When specific wildlife corridors are mapped and prioritized by the Interwine Alliance regional habitat connectivity work group, this information could be used to inform future RTP updates. The UGI and Intertwine Alliance are encouraged to engage transportation planners and engineers in this work given the desire for it to be used in planning and design of transportation projects in the region. Metro staff are happy to coordinate a briefing to TPAC and other committees as appropriate in support of this work.
100	RTP Chapter 3	Labbe	Ted	Urban Greenspaces Institute	8/21/2018	Letter	Include other green infrastructure mitigation tools in the list of Motor Vehicle Policy 9 measures as follows: Policy 9 - Minimize environmental impacts of the motor vehicle network using Green Street infrastructure design, <u>street trees</u> , <u>wildlife habitat or waterway crossing improvements</u> , and other approaches.	Amend as follows, "Minimize environmental impacts of <u>new or improved</u> the motor vehicle network facilities using green street infrastructure design, <u>street trees</u> , <u>wildlife habitat or waterway crossing improvements</u> and other approaches <u>to the extent practicable</u> ."
101	RTP Chapter 3	Labbe	Ted	Urban Greenspaces Institute	8/21/2018	Letter	The Interim Regional Mobility Policy and measures (Section 3.5.3) are inadequate and incomplete because they only measure automobile traffic congestion. UGI requests that Metro and its regional transportation partners develop more robust and meaningful measures that reflect other travel modes and choices, as well as financial, environmental and community impacts.	No change recommended. Section 8.2.3.1 defines future work to update this policy and related measures. We look forward to working with you on development of the scope of work for the Regional Mobility Policy Update in collaboration with ODOT. The success of the policy update will hinge on having a variety of interests weigh in and we welcome the Urban Greenspaces Institute's participation and perspective. <u>Metro and ODOT will engage TPAC, JPACT and other interested stakeholders in development of the scope of work (and desired outcomes) beginning in early 2019, after adoption of the 2018 RTP. The agreed upon scope of work and budget will also be reflected in the 2019-20 Unified Planning Work Program (UPWP).</u>

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102	RTP Chapter 3	Sallinger	Bob	Audubon Society of Portland, Bev Drott and 135 community supporters	7/31/2018 and various dates	Letters and emails	Provide more specificity and policy detail for how green infrastructure will be addressed through the RTP, specifically section 3.3.4. "Although mentioned in general terms in Section 3.3.4, the plan lacks any sort of specificity about how green infrastructure will actually be addressed through the RTP...from our perspective, it is critical that green infrastructure receive the same level of policy detail and specificity in the RTP as is afforded to issues such as freight, bikes, active transportation, climate change, emerging technologies, safety and equity (see chapter 3 of the RTP)."	Amend Chapter 3 of the RTP as follows: - add a new table summarizing how green infrastructure helps achieve the RTP goals - add new design policies and supporting discussion related to green infrastructure and resource protection, describing how projects and be planned and implemented to address various environmental challenges - expand Section 3.3.4 to summarize potential impacts of transportation on environmental, cultural and historic resources and potential strategies to avoid, minimize or mitigate potential impacts consistent with federal, state and local requirements Amend glossary to define: - mitigation (as defined in federal law - 40 CFR 1508.20) - practicable (as defined in federal law - 23 CFR 777.2) Note: draft language is provided in supplemental recommendations (dated 8/31/18).
103	RTP Chapter 3	Hagerbaumer	Chris	Oregon Environmental Council	8/11/2018	Letter	Amend policy 6 on page 3-53 as follows: "In combination with increased transit service, consider use of value pricing to manage congestion and raise revenue when one or more lanes are being added to throughways. "	No change recommended. Congestion pricing may be applied to both manage demand and raise revenue. Chapter 8 of the plan (Section 8.2.3.2) identifies future planning work to evaluate the potential role of congestion pricing in the region, the potential importance and role of transit service and the mutual benefits congestion pricing and expanded transit service can bring. The study will provide policy guidance as to how to most effectively implement pricing to reduce congestion and improve the overall function of the transportation system.
		Labbe	Ted	Urban Greenspaces Institute	8/21/18		Request that TSMO policy 1 on page 3-126 also reflect the proposed amendment of policy 6 on pg. 3-53: "In combination with increased transit service, use value pricing to manage congestion." "In other words, value pricing is about managing demand, not raising revenue, and it can and should be applied on existing roadways, not just when new capacity is added."	

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104	RTP Chapter 3 Chapter 4 Appendix F	MacDonald	Anne	Clean Water Services	8/20/2018	Letter	The RTP is an opportunity to highlight the interrelationship between transportation, land use and stormwater planning. "With respect to runoff quality, recent research by the National Marine Fisheries Service and Washington State University points to the high aquatic toxicity of runoff from roadway surfaces. This toxicity is directly proportional to traffic volumes. Stormwater facilities that are vegetated and contain compost-amended soils represent the only currently effective treatment options to address these often unidentified toxic compounds. Such facilities are also required to be prioritized in current NPDES municipal stormwater permits across the region. With respect to runoff quantity, development in the region at increasing density results in less pervious surface available to absorb the combined runoff volumes from transportation surfaces, structures and associated impervious area. Runoff volumes of winter peak flows can more than double from predeveloped conditions in the face of urban development, with associated flow reductions in summer. Climate change is expected to reinforce this pattern. Higher runoff volumes result in channel erosion, aquatic and floodplain habitat degradation, and damage to infrastructure (including transportation infrastructure such as bridges and culverts). Low summer flows reduce the vigor of vegetation that helps stabilize streambanks. Yet more than half of the region, including nearly all of the area west of the Willamette River, has subsurface conditions that do not promote easy infiltration of large volumes of urban runoff."	Amend Chapter 3, Chapter 4 and Appendix F to highlight these challenges.

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105	RTP Chapter 3	Sallinger	Bob	Audubon Society of Portland	7/31/2018	Letter	<p>Amend the RTP to recognize the importance of natural resource protection and enhancement as part of a holistic climate change mitigation and adaptation strategy. Specifically, the plan should acknowledge:</p> <p>"- The importance of avoiding transportation related development in high hazard areas such as floodplains and steep slopes which are likely to see increased risk in the face of climate change.</p> <p>- The role of natural areas, urban tree canopy, and other green infrastructure in carbon sequestration.</p> <p>- The role of natural areas, urban tree canopy, and other green infrastructure in addressing the impacts of climate change such as urban heat island effects, increased flooding, etc."</p>	<p>Amend RTP Chapter 3 (Climate Leadership Policies) and Chapter 4 (section 4.6) to recognize the importance of protecting natural and enhancing natural resources in adapting to and mitigating for the impacts of climate change.as follows:</p> <ul style="list-style-type: none"> • <u>The importance of avoiding transportation-related development in high hazard areas such as floodplains and steep slopes, which are likely to see increased risk of natural hazards in the face of climate change.</u> • <u>The role of natural areas, especially the urban tree canopy and other green infrastructure, in slowing carbon emissions from paved streets and parking lots and carbon sequestration.</u> • <u>The role of natural areas, urban tree canopy, and other green infrastructure in addressing the impacts of climate change, such as urban heat island effects and increased flooding.</u>

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106	RTP Chapter 4	Banks	Rachael	Multnomah County Public Health	7/25/2018	Letter	(Page 4-32) Recommendation to consider the following revisions: "Low-income neighborhoods, tribal populations and communities of color that live in urban areas <u>are</u> may be disproportionately exposed to air pollution, which is a barrier to economic opportunity and security. <u>For example, in Multnomah County, African American neighborhoods are exposed to diesel particulate at concentrations 3 times those found in white neighborhoods.</u> "	Amend page 4-32 as follows, "Low-income neighborhoods, tribal populations and communities of color that live in urban areas <u>are</u> may be disproportionately exposed to air pollution, which is a barrier to economic opportunity and security. <u>For example, As part of the Portland Air Toxics Solutions Study, DEQ used its modeling estimates to conduct an environmental justice analysis of air toxics impacts. The DEQ analysis demonstrated that disproportionate impacts from air toxics do occur for people of color and low-income populations in the greater Portland region, and that different populations are affected by different types of emission sources. In general, DEQ found that the Hispanic/Latino population experienced the highest impacts from residential wood combustion emissions, the Asian population from car and truck emissions, and the African American/Black population from commercial solvent and fuel use emissions. In addition, DEQ found that the general population (all races) living below the poverty level is disproportionately affected by toxic air pollution from cars and trucks.</u> " <u>The DEQ study report is already cited on page 4-32.</u>
107	RTP Chapter 4	Banks	Rachael	Multnomah County Public Health	7/25/2018	Letter	(Section 4.7.3) Recommendation to add discussion of how the current transportation system is affecting air quality. Specific statement suggested to include is: " <u>According to the 2011 National Air Toxics Assessment, mobile-source air pollution is the largest contributor to cancer risk from air pollution in Multnomah County.</u> "	Amend as requested.
108	RTP Chapter 4	Hagerbaumer	Chris	Oregon Environmental Council	8/11/2018	Letter	Amend section 4.6 on pg. 4-32 to call out diesel exhaust specifically, not simply lumping it among other air toxics. "Diesel exhaust is the most dangerous vehicular pollutant in the region."	Amend as requested.

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109	RTP Chapter 4	Hagerbaumer	Chris	Oregon Environmental Council	8/11/2018	Letter	Amend sentence on pg. 4-32 to read: "Low-income neighborhoods, tribal populations and communities of color that live in urban areas <u>are</u> may be disproportionately exposed to air pollution, which is a barrier to economic opportunity and security."	Amend as requested.
		Banks	Rachael	Multnomah County Public Health			"A 2011 study of Portland air toxics...found that the entire Portland metro area experiences diesel pollution at concentrations above the state's health benchmark. But the study also found that the ten lowest income and ten highest minority census block groups experience more exposure to all sources of air toxics than the average census block group."	
110	RTP Chapter 4	Liden	Keith	Community members	8/12/2018	Email	Suggestion for Figure 4.22 on pg. 4-22 to be expanded to show the relative costs for all modes.	No change recommended. Figure 4.22 shows the operational costs of a transit ride by different transit modes, illustrating that light rail has the lowest operational costs per ride. This explanation will be added to Chapter 4. Figure 4.21 shows the average annual transportation costs by mode, illustrating the pedestrian and bicycle trips have the lowest costs to users. As part of the Regional Active Transportation Program, Metro staff will work on developing a more nuanced analysis that illustrates both costs and benefits for different modes.
111	RTP Chapter 4	Hagar	Jim	Port of Vancouver	8/16/2018	Email	(Page 4-43) Recommendation to include in section 4.2.1.3 some mention related to transit using a ferry service on the river.	Amend Section 3.6.4 to add a call out box describing private efforts to study the potential for passenger ferry service.
							"While not currently in place, a system such as this could improve transit while using an underutilized waterway."	Amend Section 8.2.3 to add a new study of the potential for passenger ferry service.
112	RTP Chapter 4	MacDonald	Anne	Clean Water Services	8/20/2018	Letter	Section 4.6: Recommendation to include strategies to protect water quality. "Water quality is not addressed directly in the Regional Conservation Strategy (RCS) mapping. Protecting water quality upstream of high value ecosystems, rather than just protecting riparian corridors within high value ecosystems, should be explicitly acknowledged as a need related to implementing the RCS."	Amend as requested.

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113	RTP Chapter 4	MacDonald	Anne	Clean Water Services	8/20/2018	Letter	Section 4.7.3: Recommendation to elaborate on what will happen to extreme weather events, and how hydrology, water supply, and streamflows might change. Recent studies of rainfall patterns expected under changing climate for King County, Wa. suggest not only will there be more extreme weather events, but that frequent events will become more intense.	Amend as requested.
114	RTP Chapter 4	Blasher	Jon	Metro - Parks and Nature	8/20/2018	Letter	Page 4-33, RCS footnote: Add link to RCS footnote: www.regionalconservationstrategy.org .	Amend as requested.
115	RTP Chapter 4	Blasher	Jon	Metro - Parks and Nature	8/20/2018	Letter	Page 4-33, fifth paragraph, last sentence: Use "avoid/minimize/mitigate" consistently throughout plan. Recommendation to be consistent throughout the document, where appropriate, with "avoid, minimize, mitigate" language. Comment points to Motor Vehicle Network Policy 9 as an example.	Amend as requested. In addition, amend Sections 8.2.4.1, 8.2.4.3, 8.2.4.4, 8.2.4.5, 8.2.4.6 (corridor refinement plans) to include the following intent: "Avoid, minimize or mitigate negative impacts on the natural environment."
116	RTP Chapter 4	Blasher	Jon	Metro - Parks and Nature	8/20/2018	Letter	Page 4-34, just below figure: Recommendation to clarify or specify a particular program in the sentence that says "..."conduct[s] ongoing performance monitoring of habitat and watershed health..." Page 4-34, next paragraph: Additionally, recommendation to put all guidebooks in one location on-line, including the Wildlife Crossing Guidebook and provide links. Additional suggestion is to refer to Appendix F in this paragraph.	Amend as requested.
117	RTP Chapter 4	Blasher	Jon	Metro - Parks and Nature	8/20/2018	Letter	Page 4-55, third sentence: Recommendation to revise sentence to say "Regional trails <u>are</u> challenging to build..."	Amend as requested.
118	RTP Chapter 4	Blasher	Jon	Metro - Parks and Nature	8/20/2018	Letter	Page 4-56, Figure 4.48: Request for Parks and Nature staff to review the map of existing regional trail network gaps once ready for publication.	Comment noted. Metro Parks and Nature staff will have an opportunity to review the final map prior to publication.

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119	RTP Chapter 4	Labbe	Ted	Urban Greenspaces Institute	8/21/2018	Letter	Finally, it is useful to see the RTP authors in section 4.6 acknowledge that: "Future work by Metro and partners could include an inventory of culverts in the region that need repair or replacement to accommodate endangered or threatened fish species." Road crossing inventories for fish passage have been updated in recent years by the City of Portland and Multnomah County, but other road jurisdictions have incomplete or outdated inventories. UGI suggests that development of a comprehensive inventory of fish and wildlife barriers created by the transportation network should be a priority for funding within the RTP as a first step towards identifying priority corrections and mitigating strategies for future RTP projects.	No change recommended. Unfortunately, due to limited resources, the 2002 regional culvert inventory has not been updated and resources have not been identified to complete a comprehensive update.
120	RTP Chapter 5	Hagerbaumer	Chris	Oregon Environmental Council	8/11/2018	Letter	No amendment requested. General comment on statement on pg. 5-2, articulating there is no reason employer payroll tax could not be increased in the future if corporate profits continue to increase. The current statement says: "[T]he region's demand for frequent and reliable transit service exceeds the capacity of local payroll tax to support it."	Comment noted. No change recommended.
121	RTP Chapter 5	Hagerbaumer	Chris	Oregon Environmental Council	8/11/2018	Letter	Suggestion that elected leaders increase road user fees and establish additional funding mechanism - fees on impervious surfaces. "It is clear that it will be difficult to meet Objective 10.2 Sustainable Funding. However, Table 4-32 on page 4-36 demonstrates that Oregon auto taxes and fees are the lowest in the nation...such jurisdictions as Kitsap County, Spokane and Yakima in Washington State apply such [impervious surfaces] fees."	No change recommended. The current language does not put forward specific fee proposals, but instead acknowledges existing ones and their rates as compared to other states.
122	RTP Chapter 5	Bezner	Mike	Clackamas County	8/13/2018	Letter	Recommendation to address the "available funding" vs. "funding needed to satisfy all our future needs" gap in the next RTP update.	Amend Chapter 5 to more clearly describe the gap in funding needed to more fully meet the region's transportation needs.
123	RTP Chapter 5	Valencia	Joanna	Multnomah County	8/13/2018	Letter	No recommendation suggested. Comment states: "This chapter doesn't show revenues or expenditures by County or jurisdiction. Multnomah County is fine with this approach."	Comment noted. No change needed.

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124	RTP Chapter 5	Tupica	Rachael	FHWA	8/21/2018	Consultation meeting	A table showing a clear demonstration of financial constraint is needed, comparing revenues to commitments. It's best to break the table down into FHWA funding and FTA funding (or have two different tables), and also break down the analysis into at least two different year ranges.	Amend as requested.
125	RTP Chapter 6	Bezner	Mike	Clackamas County	8/13/2018	Letter	Recommendation to add figures (to complement sub-regional investment figures 6.3-6.13) to show ODOT and TriMet/SMART investments region wide in highways, transit capital and service extension projects.	Amend as requested, <u>with a note that these investments often include facilities for other modes, such as active transportation.</u>
126	RTP Chapter 6	Bezner	Mike	Clackamas County	8/13/2018	Letter	No recommendation suggested. Wants to confirm that the transit capital dot on Figure 6.5 in West Linn is accurate and confirm that the throughway project on Map Figure 6.15 near Linwood and Monroe is correct. Numbering of the figures through chapter 6 does not seem correct.	Correct figure numbering throughout document and confirm map accuracy for the two referenced projects.
127	RTP Chapter 6	Valencia	Joanna	Multnomah County	8/13/2018	Letter	Recommendation to clarify sections that summarize the counties' and City of Portland's constrained projects. The sections that summarize the Counties' and Portland constrained projects are a little confusing since they summarize what is on the following page in a location that looks like it should be a footnote to the graphic on that page. The graphic indicates that a majority of the Multnomah County constrained project funding is going to Roads and Bridges. This is in large part due to the County's six Willamette River Bridges.	Amend as requested.
128	RTP Chapter 6	Blasher	Jon	Metro - Parks and Nature	8/16/2018	Letter	Page 6-28, fifth paragraph, first sentence states that active transportation projects comprise 40% of all the RTP Constrained list. Recommendation to clarify if this means 40% of the number of project or 40% of the total costs.	Amend as requested.

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129	RTP Chapter 7	Charles	John	Cascade Policy Institute	8/13/2018	Email	Comment that the transit forecasts are unrealistic based on current ridership trends.	No change recommended. The computer models used for the transit ridership projections were calibrated to within +/- 5% of actual system data provided from TriMet, well within accepted industry standards. The models are developed from observed data collected via periodic travel surveys, validated against independently collected ground counts, and then are applied over the long-run. Metro's Research Center Department continually monitors emerging trends and adjusts its models accordingly to ensure that they are reflective of current conditions.
130	RTP Chapter 7	Bezner	Mike	Clackamas County	8/13/2018	Letter	Recommendation to replace Tables 7.17 to 7.19 with charts that show up, down and level arrows to identify improvement, reduction or no change in access to jobs or access to community places for each of the modes and focus areas.	Amend as requested. In addition, amend Appendix E - 2018 RTP Transportation Equity Evaluation to include this information.
131	RTP Chapter 7	Bezner	Mike	Clackamas County	8/13/2018	Letter	Recommendation to include a more localized, sub-regional analysis of transit access as a part of the Regional Mobility Policy update to help identify needed strategic investments in both the throughway and the transit system.	No change recommended. We look forward to working with you on development of the scope of work for the Regional Mobility Policy Update in collaboration with ODOT. The success of the policy update will hinge on having a variety of interests weigh in and we welcome the County's participation and perspective. <u>Metro and ODOT will engage TPAC, JPACT and other interested stakeholders in development of the scope of work (and desired outcomes) beginning in early 2019, after adoption of the 2018 RTP. The agreed upon scope of work and budget will also be reflected in the 2019-20 Unified Planning Work Program (UPWP).</u>

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132	RTP Chapter 7	Prior	Garet	City of Tualatin	8/14/2018	Letter	<p>"We highly value the RTP assessment methodology as an honest tool for determining progress (starting on page 7-7), but have the following questions or comments:</p> <ul style="list-style-type: none"> - Recommend better highlighting differences between the advancement of equity and non-equity areas, as equity was not evaluated across all performance measures - Why is there not a target for public health measurement, especially related to equity? 	<p>At this time, the tools used to help provide the public health measurement (ITHIM – for health outcomes, MOVES – for air quality) are only able to provide system-wide analysis and results. Therefore, disaggregation and looking more specifically at smaller level geographies (e.g. equity focus areas, corridors, etc.) is not possible at this time. In not having a tool which can disaggregate prevents being able to develop, inform, or recommend performance targets specific to health and air quality beyond those which may be system-wide in nature. Nonetheless, Metro would be open to considering health-related targets if sufficient tools, resources, and capacity are available in the future.</p> <p>Through input from engagement with historically marginalized communities as well as a technical work group, certain priority evaluation measures were identified to assess with an equity specific focus. As a result not all measures were priority measures for conducting an assessment with an equity focus. Further information and detail regarding those measures which looked specifically at equity outcomes can be found in Appendix E – 2018 RTP Transportation Equity Evaluation.</p>
133	RTP Chapter 7	Blasher	Jon	Metro - Parks and Nature	8/16/2018	Letter	Page 7-72, Description section: define high-value habitat - should be top 25%"	Amend as requested.
134	RTP Chapter 7	MacDonald	Anne	Clean Water Services	8/20/2018	Letter	<p>Section 7.4.14: Recommendation to include strategies to protect water quality.</p> <p>"Water quality is not addressed directly in the Regional Conservation Strategy (RCS) mapping. Protecting water quality upstream of high value ecosystems, rather than just protecting riparian corridors within high value ecosystems, should be explicitly acknowledged as a need related to implementing the RCS."</p>	Amend as requested.

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135	RTP Chapter 7	Rue	Jim	DLCD	8/20/2018	Letter	Recommendation that Metro provide more specific details on the actions that would be necessary to achieve the greenhouse gas reduction target.	Amend Chapter 7 and Appendix J to update greenhouse gas emissions reduction findings and related documentation, as follows: - correct the estimated per capita GHG emissions reduction - the reduction is 40% from 2015 levels (not 21%) - report that the 40% reduction is the result of the region meeting or exceeding most all Climate Smart Strategy monitoring targets, and, as a result, the region is deemed to be making satisfactory progress in implementing the Climate Smart Strategy and is reasonably expected to achieve the state targets to reduce per capita GHG emissions from light-duty vehicles by 20% by 2035 and 25% by 2040 - document fuel, fleet and technology factors and assumptions used to estimate emissions in the MOVES model - monitor future changes to fleet and technology assumptions in collaboration with DLCD, DOE, DEQ and ODOT These actions will also be described in Appendix J.
136	RTP Chapter 7	Blasher	Jon	Metro - Parks and Nature	8/20/2018	Letter	Page 7-73, fourth paragraph: Recommendation to be consistent with avoid-minimize-mitigate language. "This paragraph is missing "minimize". If impacts cannot be avoided, they should be minimized and mitigated." Page 7-73, Table 7.33: Recommendation to clarify "2015 Base Year" and "No build" "...if it was not measured does it need to be included in this table? The RCS came out in 2012. If this is the first time high value habitat has been used as a measure, consider stating so in previous paragraph."	Amend as requested.
137	RTP Chapter 7	Kirzakhilili	Ali	ODEQ	8/20/2018	Letter	Recommendation to revise language in Section 7.4.2 Active transportation and transit mode share (page 7-22): " <u>System wide (within MPA boundary)</u> Plan does not meet target of tripling walking, biking and transit region wide (within the MPA between 2015 and 2014 <u>2040</u> ."	Amend as requested.

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138	RTP Chapter 7	Kirzakhali	Ali	ODEQ	8/20/2018	Letter	Describe how Metro plans to address not meeting the target for increasing active transportation and transit mode share. "DEQ looks forward to working with Metro on identifying additional opportunities for increasing ridership, such as possibly refocusing investments."	Comment noted. As noted in Chapter 5, the greater Portland region is falling behind in making the investments needed to achieve regional goals because of funding constraints. The region will continue to seek more dedicated funding for active transportation and transit projects to support achievement of mode share targets and other regional goals.
139	RTP Chapter 7	Kirzakhali	Ali	ODEQ	8/20/2018	Letter	Page 7-67 Section 7.4.12 (Climate Change): DEQ supports the monitoring targets identified by the Climate Smart Strategy. DEQ also acknowledges that the current RTP, as planned, lacks funding necessary to meet Metro's greenhouse reduction targets and encourages Metro to work with partner agencies to find creative solutions to reduce GHGs.	Amend Chapter 7 and Appendix J to update greenhouse gas emissions reduction findings and related documentation, as follows: - correct the estimated per capita GHG emissions reduction - the reduction is 40% from 2015 levels (not 21%) - <u>report that the 40% reduction is the result of the region meeting or exceeding most all Climate Smart Strategy monitoring targets, and, as a result, the region is deemed to be making satisfactory progress in implementing the Climate Smart Strategy and is reasonably expected to achieve the state targets to reduce per capita GHG emissions from light-duty vehicles by 20% by 2035 and 25% by 2040</u> - document fuel, fleet and technology factors and assumptions used to estimate emissions in the MOVES model - <u>monitor future changes to fleet and technology assumptions in collaboration with DLCD, DOE, DEQ and ODOT</u> These actions will also be described in Appendix J.
140	RTP Chapter 7	Kirzakhali	Ali	ODEQ	8/20/2018	Letter	Page 7-69 Section 7.4.13 (Clean Air): While modeling shows that emissions of both nitrogen oxides and volatile organic compounds, the precursors to ground-level ozone, significantly decrease in the 2040 scenarios, recent history has shown that ambient levels of ozone are increasing and may continue to do so due to the impacts of climate change. This will take a coordinated and holistic effort to address. DEQ looks forward to planning opportunities when DEQ and Metro can partner to meet our shared goal of protecting the air we breathe.	Comment noted. No change recommended.

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141	RTP Chapter 7	Makler	Jon	ODOT	8/20/2018	Letter	Encourage Metro to provide ample opportunity for local partners and stakeholders to be involved in the scoping and development of the Mobility Policy update. The process must comply with the provision of OHP Policy 1F3 and associated Operational Notice PB-02, and must include findings to demonstrate compliance. The mobility policy update should at a minimum address federal performance measures and targets for safety and for congestion and reliability on Interstate and National Highway System facilities.	Amend Section 8.2.3.1 as follows, " <u>The process must comply with the provision of OHP Policy 1F3 and associated Operational Notice PB-02, and must include findings to demonstrate compliance. The mobility policy update should at a minimum address federal performance measures and targets for safety and for congestion and reliability on Interstate and National Highway System facilities.</u> " Partners and stakeholders will have an opportunity to be involved in the scoping and developing the mobility policy update.
142	RTP Chapter 7	Makler	Jon	ODOT	8/20/2018	Letter	Recommendation that the findings in section 7.4.10 (starting on page 7-53) acknowledge that the State's mobility standards are facility specific, which contrasts with the region's standards, which are system-wide averages. "There is a little bit of this recognition on page 7-62."	Amend Section 7.4.10 to add a summary table of state-owned facilities that do not meet the existing RTP mobility targets. While Chapter 7 reports the miles of facilities not meeting the regional mobility policies, the RTP mobility targets are also facility specific, consistent with the State's mobility standards that were adopted in the Oregon Highway Plan in 2001. The mobility maps on pages 7-58 to 7-61 show throughway facilities that do not meet the RTP mobility targets. The summary table will help inform the Regional Mobility Policy Update described in Section 8.2.3.1.
143	RTP Chapter 7	Labbe	Ted	Urban Greenspaces Institute	8/21/2018	Letter	Where are the policy criteria that specify how the RTP projects were selected/prioritized to balance the need for mobility and travel lanes with the 'design characteristics of healthy arterials' (Table 3.10, which include considerations for safe travel speeds, community access, bike/ped safety, noise and air pollution, accessibility to users of all abilities, support for green infrastructure, and more)?	No change recommended. The RTP design policies envision that every arterial can be designed to be multi-modal, provide for safe travel for all ages and abilities and include green infrastructure and other designs to reduce noise and other adverse public health and environmental impacts. Based on existing RTP policy, arterial streets up to four lanes with turn lanes are part of a mature urban transportation system that serves all modes of travel. The RTP recognizes that different parts of the region are in different stages of development, and most parts of the region need to continue making investments to support a well-connected urban transportation system that serves all modes of travel and planned development.

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144	RTP Chapter 7	Labbe	Ted	Urban Greenspaces Institute	8/21/2018	Letter	In Section 7.4.14, the RTP admits that no habitat target exists for the RTP. We view this as a missed opportunity: transportation planners should work to craft such targets. We suggest very general targets would be of more benefit, than having none at all.	No change recommended. As noted in previous comments, the RTP is a system-level plan that identifies regional priorities that will be implemented by transportation providers, ODOT and local jurisdictions. This measure provides information to these transportation providers early in the planning process appropriate avoid, minimize, or mitigation strategies can be applied. When specific habitat and wildlife corridors are mapped and prioritized by the Interwine Alliance regional habitat connectivity work group, this information could be used to inform future RTP updates. The UGI and Intertwine Alliance are encouraged to engage transportation planners and engineers in this work given the desire for it to be used in planning and design of transportation projects in the region. Metro staff are happy to coordinate a briefing to TPAC and other committees as appropriate in support of this work.
145	RTP Chapter 7	Sallinger	Bob	Audubon Society of Portland	7/31/2018	Letter	Recommendation to realign the plan to ensure that greenhouse gas reduction mandate from the state by 2040 is reached.	Amend Chapter 7 and Appendix J to update greenhouse gas emissions reduction findings and related documentation, as follows: - correct the estimated per capita GHG emissions reduction - the reduction is 40% from 2015 levels (not 21%) - <u>report that the 40% reduction is the result of the region meeting or exceeding most all Climate Smart Strategy monitoring targets, and, as a result, the region is deemed to be making satisfactory progress in implementing the Climate Smart Strategy and is reasonably expected to achieve the state targets to reduce per capita GHG emissions from light-duty vehicles by 20% by 2035 and 25% by 2040</u> - document fuel, fleet and technology factors and assumptions used to estimate emissions in the MOVES model - <u>monitor future changes to fleet and technology assumptions in collaboration with DLCD, DOE, DEQ and ODOT</u>
		Drottar	Bev		8/10/18		"The plan acknowledges that it is likely only to achieve a 21% reduction). The plan should be realigned to ensure that in fact mandates required under state law are achieved."	
		Labbe	Ted	Urban Greenspaces Institute	8/21/18			
								These actions will also be described in Appendix J.

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146	RTP Chapter 7	Sallinger	Bob	Audubon Society of Portland and 135 community supporters	7/31/2018 and various dates	Letters and emails	Recommend incorporating into the RTP: - Specifically identify any protect with potential impacts to high value habitat in the constrained and strategic project lists including the resource units that are potentially impacted.	Amend as requested to identify all RTP projects that intersect Intertwine Alliance Regional Conservation Strategy high value habitat areas as well as specific resource units, including: wetlands, floodplains, fish bearing streams. In addition, the GIS analysis conducted to flag projects that intersect with high value habitat areas, historic resources and federally-recognized tribal lands will be expanded to include the strategic project list.
147	RTP Chapter 7	Sallinger	Bob	Audubon Society of Portland and 135 community supporters	7/31/2018 and various dates	Letters and emails	Recommend incorporating into the RTP: - Ensure that avoidance and mitigation of natural resource impacts are criteria that are considered in funding decisions related to RTP projects.	No change recommended. Generally, the RTP sets broad policy outcomes which guide funding criteria and decisions. <u>Add a new subsection to Section 8.2.2 in Chapter 8 called "Performance-based Planning Program" that highlights project-level evaluation pilot conducted during the RTP update and recommendations for updating the pilot criteria and process for use in the next RTP update (due in 2023). This section will also describe other activities Metro will conduct to fulfill its MPO-related transportation performance measurement and reporting responsibilities.</u>
148	RTP Chapter 7	Sallinger	Bob	Audubon Society of Portland and 135 community supporters	7/31/2018 and various dates	Letters and emails	Recommend incorporating habitat and natural resource monitoring into the RTP: - Commit to a substantive review of Goal 5 natural resource programs across the region within 3 years to ensure that all jurisdictions within the Metro Region have adequate Goal 5 programs in place.	No change recommended. All cities and counties are in compliance with Title 13 (Sections 3.07.1310 – 3.07.1370) – Nature in Neighborhoods) and a review of Goal 5 is beyond the scope of the Regional Transportation Plan.
149	RTP Chapter 7	Sallinger	Bob	Audubon Society of Portland and 135 community supporters	7/31/2018 and various dates	Letters and emails	Recommend incorporating habitat and natural resource monitoring into the RTP: - Commit to monitoring not only disparate impacts to natural resources in marginalized communities, but also overall impacts to natural resources in the region.	No change recommended. This is beyond the scope of the Regional Transportation Plan.

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150	RTP Chapter 7	Sallinger	Bob	Audubon Society of Portland and 135 community supporters	7/31/2018 and various dates	Letters and emails	Recommend incorporating into the RTP: - Add a goal 'no net loss of high value natural resource habitat areas' to the desired direction in addition to the existing desired direction to 'avoid sensitive habitats.'	Amend Table 7.3 and pages 7-11 to 7-73 in Chapter 7 to better explain the purpose of the "Potential Habitat Impact" performance measure to add the following language: <u>"There is no target for this measure. The purpose of this measure is to identify projects that overlap with sensitive high value habitats so that as projects move toward implementation appropriate avoid, minimize, or mitigation strategies can be applied."</u>
151	RTP Chapter 7 Appendix J	Kirzakhilili	Ali	ODEQ	8/20/2018	Letter	Document factors and assumptions used in the MOVES throughout the implementation of the RTP to ensure that MOVES model updates can be appropriately considered and incorporated.	Amend Chapter 7 and Appendix J to document the fleet and technology factors and assumptions used in MOVES to the extent practicable. Metro is on EPA's MOVES email list and receive all announcements regarding model updates and other pertinent developments. All emissions estimates reported with an RTP update are produced using the most current version of MOVES at the time of the analysis and the RTP documentation includes the MOVES version.

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152	RTP Chapter 7 Appendix J	Benner	Janine	ODOE	8/20/2018	Letter	ODOE recommends that the RTP describe and implement the measurement of these key metrics: <ul style="list-style-type: none"> • Fuel use by end use category • Fuel type being used (e.g., B5, CNG, etc.) • Emissions by end use category • VMT by end use category • How much fuel is needed in the region in 2040 for all transportation sectors? • Is fuel supply and infrastructure adequate? • Will fuel delivered by barge and rail increase in the future, and what kind of risks does this pose? 	Amend Chapter 7 and Appendix J to document the fleet and technology factors and assumptions used in MOVES to the extent practicable. While it is possible to calculate some of the key metrics noted in the comment within the existing analytical framework (i.e. regional transportation model + MOVES), it would (a) require significant modifications to the current suite of tools and (b) be inappropriately disaggregate in light of the nature of the analysis tools used for the RTP update. For example, the transportation model is not able or intended to be highly accurate in estimating flows by vehicle type. Similarly, the somewhat aggregate and at times imprecise nature of some of the key inputs to MOVES (developed entirely in accordance with EPA technical guidance for conformity determinations) makes it such that reporting emissions and fuel use by vehicle type would likely be an exercise in false precision. The first four bullets fall into this category. The last three bullets are beyond Metro's technical expertise and analytical capabilities. Metro is not an energy/air quality agency and lacks the expertise and tools to calculate these metrics.
153	RTP Chapter 7 Appendix J	Benner	Janine	ODOE	8/20/2018	Letter	ODOE notes that increased ridership's connection to greenhouse gas reduction needs to be quantified. Metrics should be defined and measured and should include: <ul style="list-style-type: none"> • Ridership per mile travelled • Ridership per gallon • Vehicle MPG for each type of route • GHG emissions per VMT • GHG emissions per rider • How much total fuel used • What type of fuel is used 	No change recommended. These metrics are beyond the capabilities of our analytical tools. Metro does not estimate transit vehicle emissions and lacks the tools and expertise to do so.

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154	RTP Chapter 8	Banks	Rachael	Multnomah County Public Health	7/25/2018	Letter	Request to improve modeling of pedestrian travel. "Our own modeling of health impacts from travel behavior changes estimated to result from the proposed package show modest changes in physical activity. This is in part due to the sensitivity of the travel model used by Metro, which may be underestimating total pedestrian travel. A better picture of changes in physical activity would enable more robust decision support tools as the RTP is implemented and updated.	<p>Comment noted. Adequately modeling pedestrian behavior is a shortcoming of the current Metro model. The relatively large transportation analysis zones (TAZs) and the use of planning-level street networks (collectors and above) make it difficult to properly catch travel behavior occurring at the less than one-half mile resolution, which is where a bulk of the pedestrian travel occurs.</p> <p>Metro is currently developing an activity based model (ABM), which is a more appropriate tool for evaluating impacts to pedestrian behavior. The ABM is based on a much smaller zone system than the current TAZs and relies on an all-streets network that will better reflect the facilities available for pedestrian travel. The goal is to have the ABM functional by the next RTP update.</p>
155	RTP Chapter 8	Gregg	Weston	Clackamas County Business Association	7/17/2018	Letter	Amend Section 8.2.3 to add a new region-wide planning effort as follows, " <u>Metro undertakes in the first quarter of 2019 a "Transportation System Visioning Process" Project. Metro Council appoints a task force composed of representatives of multiple stakeholders that has limited duration to facilitate several public-forum sessions.</u> "	No change recommended. The RTP establishes an updated vision and goals for the region's transportation system, reflecting ideas and input received from city, county and state staff and officials as well as dozens of community and business leaders who participated in four Regional Leadership Forums and other events, and the thousands of residents who shared their ideas throughout the process. While the plan falls short in some key areas, the plan puts the region in a successful position to continue addressing our transportation challenges and help make the case for more funding. The Metro Council agrees that a robust conversation will need to take place as Metro begins the update to the Regional Mobility policy in the Regional Transportation Plan in 2019 and the region undertakes efforts to secure future funding. The success of the policy update and funding efforts will hinge on having a variety of interests weigh in and we welcome the Clackamas County Business Alliance's participation and perspective throughout the process.

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156	RTP Chapter 8	Bernard Hodson	Jim Brian	Co-chair, Clackamas County Coordinating Committee	8/2/2018	Letter	Request to create a strategic action plan (free of RTP constraints) that can inform regional transportation decisions over the coming decades in support of the 2040 Growth Concept vision.	Comment noted. No change needed. See recommendation in Comment #155.
				Metropolitan Mayor's Consortium	8/30/18	Letter		
157	RTP Chapter 8	Hagerbaumer	Chris	Oregon Environmental Council	8/11/2018	Letter	Amend section 8.2.3.2 - Regional Congestion Pricing Technical Analysis to more clearly state that the region needs to model the transit needed to support congestion pricing as soon as possible.	No change recommended. This study is proposed for the 2019-20 time period pending resources and future Metro Council and JPACT policy direction, and will evaluate transit. See recommendation in Comment #197.
158	RTP Chapter 8	Liden	Keith	Community members	8/12/2018	Email	<p>No amendment requested. General comment expressing displeasure that Chapter 8 does not focus on walking and bicycling projects.</p> <p>"Chapter 8 Moving Forward Together focuses on virtually all modes except walking and bicycling...the plan needs to include serious consideration of how to increase walking and bicycling..."</p>	Comment noted. Many of the implementation activities Chapter 8 include pedestrian and bicycle elements. The Regional Active Transportation Program implements the action items identified in the 2014 Regional Active Transportation Plan. An updated work plan will be developed to prioritize action items. Other implementation activities in Chapter 8, which will support increasing safety and access for pedestrian and bicycle travel, include: most of the Metro Regional Programs; the Transportation System Management and Operations Strategy update; the Jurisdictional Transfer Assessment Program (a pedestrian network completeness score is one of the potential criteria to help prioritize roadways for jurisdictional transfer); Funding Strategy for Regional Bridges (important connections for people walking and bicycling); Parking Management Policy Update; some of the Corridor Refinement Plans include potential pedestrian and bicycle improvements.

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159	RTP Chapter 8	Lewis	John	City of Oregon City	8/10/2018	Letter	Request to amend Section 8.2.3.1 to state that "The City of Oregon City has locally adopted the Highway 213 Corridor Alternative Mobility Targets plan which includes alternative mobility targets at the intersection of Highway 213 & Beavercreek Road. ODOT will be taking the Highway 213 Corridor Alternative Mobility Targets plan to the OTC with the intent to amend the OHP in October 2018. It will be imperative that any planning work done regionally related to a Regional Mobility Policy Update, shall either create a condition where the Oregon City amendment to the Metro area mobility targets in the OHP is no longer necessary, or shall explicitly state that the Oregon City amendment to the OHP shall remain in effect even when an updated regional policy is adopted."	Amend as requested, pending OTC approval of the Highway 213 Corridor Alternative Mobility Targets.
160	RTP Chapter 8	Warner	Chris	City of Portland	8/13/2018	Letter	(Section 8.2.3.2 Regional Congestion Pricing Technical Analysis) Recommendation for Metro to lead a regional analysis that not only looks at the potential benefits of pricing, but also evaluates issues related to equity, safety and alternative investments.	Comment noted. No change needed. These issues will be considered as part of this analysis.
161	RTP Chapter 8	Warner	Chris	City of Portland	8/13/2018	Letter	(Section 8.2.3.4 Jurisdictional Transfer Assessment Program) Recommendation to develop a long-term strategy for how to invest in and manage orphan highways to meet the region's safety goals and to advance equity.	Comment noted. No change needed. This will be considered as part of this work.
162	RTP Chapter 8	Warner	Chris	City of Portland	8/13/2018	Letter	(Section 8.2.3.7 Coordination of Freight System and Industrial Land Planning) Stated support for additional policy direction in the Regional Freight Plan addressing the interrelated tasks of freight-system and industrial-land planning.	Comment noted. No change needed. This is already highlighted in the Regional Freight Strategy policies and RTP.
163	RTP Chapter 8	Warner	Chris	City of Portland	8/13/2018	Letter	(Section 8.2.3.8 Transportation Equity Analysis and Monitoring) No recommendation suggested. Just stating support for future work that improves transportation equity data collection and analysis.	Comment noted. No change needed. This is already highlighted in Chapter 8 of the RTP (Sections 8.2.3.8, 8.5.3.4 ad 8.5.3.6) and the Transportation Equity Evaluation in Appendix E.

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164	RTP Chapter 8	Warner	Chris	City of Portland	8/13/2018	Letter	(Section 8.2.3.13 Regional Transportation Functional Plan Update) Recommendation to update the Regional Transportation Functional Plan to help fully implement the 2040 RTP. "To fully implement the 2040 RTP, jurisdictions need an up-to-date RTFP as they update their TSPs and other plans. This will improve both local planning and regional collaboration."	Comment noted. No change needed. This is already highlighted in Chapter 8 of the RTP (Section 8.2.3.13).
165	RTP Chapter 8	Kraushaar	Nancy	City of Wilsonville	8/13/2018	Letter	(page 8-42, 8.2.4.1 Tigard to Wilsonville, Mobility Corridor #3): Amend as requested. Revise paragraph 3 as follows, " ..(anticipated July 2018)... ". The OTC formally adopted the Facility Plan in July 2018.	
166	RTP Chapter 8	Kraushaar	Nancy	City of Wilsonville	8/13/2018	Letter	(page 8-42, 8.2.4.1 Tigard to Wilsonville, Mobility Corridor #3): - Add information about the recently constructed (or under construction) auxiliary (ramp-to-ramp) lanes between OR 217 and I-205.	Amend page 8-42 as follows: - Add the following text after the second paragraph, " <u>In 2009, ODOT and the City collaborated to plan the reconstruction of the I-5: Wilsonville Road interchange, including infrastructure improvements and management strategies to better serve planned growth in the area. Since adoption of the interchange area management plan, ODOT completed the interchange reconstruction and implemented the bulk of the management plan's recommendations. More recent projects include the City's addition of a third lane to the Wilsonville Road southbound on-ramp and improvements at the Elligsen Road northbound on-ramp. In addition, ODOT is adding a single southbound auxiliary lane on I-5 from north of Lower Boones Ferry Road to I-205 and a second lane at the northbound exit ramp for Lower Boones Ferry Road to relieve congestion and reduce crashes. The auxiliary lane work includes on- and off-ramp lane modifications at Lower Boones Ferry Road and Nyberg Street, and extends the auxiliary lane from the Hwy 217 off-ramp to the Lower Boones Ferry Road off-ramp to I-205 on-ramp.</u> "

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167	RTP Chapter 8	Kraushaar	Nancy	City of Wilsonville	8/13/2018	Letter	(page 8-42, 8.2.4.1 Tigard to Wilsonville, Mobility Corridor #3): - Add information discussing the Washington County Futures Study and Freight Study – when they were completed and what was learned about I-5 congestion, impacts on freight, and travel into and out of Washington County.	Amend page 8-42 as follows: - Add the following text after the second paragraph, " <u>The Washington County Transportation Futures Study, completed in 2017, recommended completion of this corridor refinement plan to address growing transportation needs in the corridor. The Washington County Freight Study, also completed in 2017, identified the I-5 corridor as a key area of freight operational delay and unreliability and underscored the importance of developing and funding improvements in this area.</u> "
168	RTP Chapter 8	Kraushaar	Nancy	City of Wilsonville	8/13/2018	Letter	Consider including information about the legislative direction to explore congestion pricing options.	No change recommended. This is already described in Section 8.2.3.2 in Chapter 8 of the RTP.
169	RTP Chapter 8	Kraushaar	Nancy	City of Wilsonville	8/13/2018	Letter	(page 8-42, 8.2.4.1 Tigard to Wilsonville, Mobility Corridor #3) Recommendation to revise or add the following information: For the first set of bullets, modify bullets #2, #3, and #9 as noted below: • Effects of the I-5 to 99W Connector study recommendations on <u>I-5 and the N. Wilsonville interchange and the resultant needs for increased freeway access to preserve local system performance and in-line capacity for I-5 mobility.</u> • Effects of peak period and mid-day congestion in this area on <u>and mitigation options for</u> regional freight reliability, mobility and travel patterns. • Effects <u>on</u> to freight mobility and local circulation due to diminished freeway access capacity in the I-5/Wilsonville corridor.	Amend as requested.

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170	RTP Chapter 8	Kraushaar	Nancy	City of Wilsonville	8/13/2018	Letter	(page 8-42, 8.2.4.1 Tigard to Wilsonville, Mobility Corridor #3) add the following new bullets to be addressed during refinement planning: <ul style="list-style-type: none"> • <u>Effects of the new and proposed auxiliary (ramp-to-ramp) lanes.</u> • <u>Effects of future Southwest Corridor LRT.</u> • <u>Identify and implement active transportation priorities that provide safe alternatives to vehicle travel.</u> • <u>Consideration of how land use interfaces with the transportation needs and impacts, local system enhancements and new connections, and improved transit network and service and potential outcomes.</u> 	Amend as requested.
171	RTP Chapter 8	Kraushaar	Nancy	City of Wilsonville	8/13/2018	Letter	(page 8-42, 8.2.4.1 Tigard to Wilsonville, Mobility Corridor #3) Recommendation to revise or add the following information: For the second set of bullets, modify bullet #1 as noted below: <ul style="list-style-type: none"> • <u>Congestion</u> peak period-pricing and HOV lanes for expanded capacity. <p>And add a bullet that addresses the following:</p> <ul style="list-style-type: none"> • Increase WES service frequency and hours/days of operation. 	Amend as requested.
172	RTP Chapter 8	Bezner	Mike	Clackamas County	8/13/2018	Letter	The Regional Mobility Policy Update project should provide a better understanding of the most "strategic locations" for investment to build the throughway system for the future.	No change recommended. We look forward to working with you on development of the scope of work for the Regional Mobility Policy Update in collaboration with ODOT. The success of the policy update will hinge on having a variety of interests weigh in and we welcome the County's participation and perspective. <u>Metro and ODOT will engage TPAC, JPACT and other interested stakeholders in development of the scope of work (and desired outcomes) beginning in early 2019, after adoption of the 2018 RTP. The agreed upon scope of work and budget will also be reflected in the 2019-20 Unified Planning Work Program (UPWP).</u>
173	RTP Chapter 8	Bezner	Mike	Clackamas County	8/13/2018	Letter	Recommendation for each of the region-wide planning activities identified in section 8.2.3 to have a sentence or two that specifies how it is connected to the findings of the 2018 RTP.	Comment noted. No change needed.

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174	RTP Chapter 8	Bezner	Mike	Clackamas County	8/13/2018	Letter	Recommendation to change "Vision Zero" to "safe system programs such as Vision Zero". Requesting change not only be made in chapter 8 but entire document.	Amend as requested to change "Vision Zero" to safe system programs such as Vision Zero on pages: 3-6 in the RTP 8-8, and pages: 16, 84, 89, and 101 in the Regional Transportation Safety Strategy. When referring to the regional safety target, the term Vision Zero will be maintained.
175	RTP Chapter 8	Bezner	Mike	Clackamas County	8/13/2018	Letter	Recommendation to change "increase awareness of Vision Zero" to "increase awareness of safe systems approaches and Safe Routes to School" throughout chapter 8. "While the City of Portland has subscribed specifically to Vision Zero, other jurisdictions have similar transportation safety programs that have different names."	Amend as requested to change "increase awareness of Vision Zero" to "increase awareness of Safe System approaches ..." In addition, change as requested to: "... to coordinate with partners and increase awareness of the Safe System approach and Safe Routes to School,..."
176	RTP Chapter 8	Bezner	Mike	Clackamas County	8/13/2018	Letter	Recommendation that the update of the Regional Mobility Policy update (section 8.2.3.1) should be carried out following a study of the transportation needs of the region in 2070.	No change recommended. We look forward to working with you on development of the scope of work for this Regional Mobility Policy Update in collaboration with ODOT. The mobility policy update is a refinement plan to the 2018 RTP under the Transportation Planning Rule Section 660-012-0025 and will focus on the RTP horizon year of 2040. The transportation needs of the region in 2070 will be contemplated in a future planning effort or RTP update.
177	RTP Chapter 8	Bezner	Mike	Clackamas County	8/13/2018	Letter	Recommendation on page 8-14, 4th paragraph, to add "in all cases" after "highway congestion" in first sentence.	No change recommended.
178	RTP Chapter 8	Bezner	Mike	Clackamas County	8/13/2018	Letter	Recommendation on page 8-16 to rewrite the two bulleted paragraphs discussing corridors and mobility strategies to clarify the intent of both. Also recommended that Metro make a commitment to develop a specific mobility strategy for each of the Metro designated mobility corridors.	<u>Amend page 8-16 to add the following language, "Metro and ODOT will engage TPAC, JPACT and other interested stakeholders in development of the scope of work (and desired outcomes) beginning in early 2019, after adoption of the 2018 RTP. The agreed upon scope of work and budget will also be reflected in the 2019-20 Unified Planning Work Program (UPWP)."</u> The mobility policy update is a refinement plan to the 2018 RTP under the Transportation Planning Rule Section 660-012-0025. We look forward to working with you on development of the scope of work for the mobility policy update in collaboration with ODOT.

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179	RTP Chapter 8	Bezner	Mike	Clackamas County	8/13/2018	Letter	Recommendation to add a project to section 8.2.3.1 that identifies specific Mobility Corridor projects moving forward. If this is not possible, it should be included as an outcome of the "Regional Mobility Policy update" recommendation above	<p><u>Amend page 8-16 to add the following language, "Metro and ODOT will engage TPAC, JPACT and other interested stakeholders in development of the scope of work (and desired outcomes) beginning in early 2019, after adoption of the 2018 RTP. The agreed upon scope of work and budget will also be reflected in the 2019-20 Unified Planning Work Program (UPWP)."</u></p> <p>The mobility policy update is a refinement plan to the 2018 RTP under the Transportation Planning Rule Section 660-012-0025 and will be based on the projects identified in the 2018 RTP. We look forward to working with you on development of the scope of work for the regional mobility policy update in collaboration with ODOT.</p>
180	RTP Chapter 8	Bezner	Mike	Clackamas County	8/13/2018	Letter	(page 8-22, section 8.2.3.4, second bullet) Recommendation to change "may also take into account status of other assets on roadways such as signals." to "will also take into account status of other assets on roadways, such as signals, bridges, and culverts."	Amend as requested.
181	RTP Chapter 8	Bezner	Mike	Clackamas County	8/13/2018	Letter	(page 8-22, section 8.2.3.4, last paragraph) Recommendation to add "bridge and culvert conditions" to the list of items that the cost assessment will take into account.	Amend as requested.
182	RTP Chapter 8	Bezner	Mike	Clackamas County	8/13/2018	Letter	<p>(section 8.2.3.5) Recommendation that "Transit Planning" as outlined in Section 8.2.3.5 should become a program.</p> <p>"The work outlined in this section related to a region-wide planning activity is scheduled to be completed by the Fall 2018, before the adoption of the RTP. Future activities related to this will be programmatic, not necessarily a 'region-wide planning' project."</p>	No change recommended. Transit planning described in Section 8.2.3.5 is an ongoing activity that TriMet and SMART are responsible for as the region's primary transit providers. This work includes coordination of annual service planning and other activities described in this section that are expected to be completed in 2018. Metro and other partners work with both transit agencies on an on-going basis.
183	RTP Chapter 8	Bezner	Mike	Clackamas County	8/13/2018	Letter	Recommendation to move section 8.2.3.6 under section 8.2.3.5 as one of the projects for the Transit Planning program.	No change recommended. This a separate but related activity that will be coordinated with activities described in Section 8.2.3.5. Metro does not currently have a dedicated "Transit Program" in the Unified Planning Work Program to provide expertise, coordination with jurisdictions and analysis tools.

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184	RTP Chapter 8	Bezner	Mike	Clackamas County	8/13/2018	Letter	(page 8-26, section 8.2.3.6) insert table or remove reference for "Enhanced Transit Concept Workshops". "Just above the heading 'Enhanced Transit Concept Workshops', there is a reference to a 'table below'. The table is omitted from the document."	Amend this sentence as follows: " The table below lists the different types of treatments for each scale. <u>A list of different types of ETC treatments by scale can be found in the Transit Policy section in Chapter 3.</u> "
185	RTP Chapter 8	Bezner	Mike	Clackamas County	8/13/2018	Letter	(page 8-29, section 8.2.3.9) recommendation to change "more collaboration and work is needed to develop a financial plan..." in the second paragraph to "more collaboration and work is needed <u>to identify a list of regional bridges</u> , and to develop a financial plan..."	Amend as requested.
186	RTP Chapter 8	Bezner	Mike	Clackamas County	8/13/2018	Letter	Recommendation to remove section 8.2.3.15 Green Corridor implementation. "There was nothing outlined in previous sections of the RTP to indicate that this planning activity is a priority, or why it is needed."	No change recommended. This planning activity was carried over from the 2010 and 2014 RTPs, reflecting incomplete policy work called for since adoption of the 2040 Growth Concept in 1995.
187	RTP Chapter 8	Bezner	Mike	Clackamas County	8/13/2018	Letter	Recommendation to add a specific Region-Wide Planning activity, with proposed "lead agency, partners and proposed timing" to section 8.2.4. Corridor Refinement Planning. "The current process outlined in Figure 8.4 'How a Mobility Corridor Strategy is Development and Implemented' is awkward and has not been necessarily been successful over the past RTP cycle."	No change recommended. This RTP calls for an update to the region's mobility policy and related performance targets beginning in 2019, and is expected to affect corridor refinement planning identified in this section. The mobility policy update is a refinement plan to the 2018 RTP under the Transportation Planning Rule Section 660-012-0025. Many of the areas identified for refinement planning in the RTP are identified because they do not meet the adopted regional mobility policy. Individual corridor refinement planning descriptions have been updated to reflect work remaining and are being carried forward in this RTP pending recommendations and findings from the Regional Mobility Policy Update. JPACT and the Metro Council will provide further policy direction on the Mobility Policy Update in 2019. We look forward to working with you on development of the scope of work for the Mobility Policy Update project in collaboration with ODOT. <u>Metro and ODOT will engage TPAC, JPACT and other interested stakeholders in development of the scope of work (and desired outcomes) beginning in early 2019, after adoption of the 2018 RTP. The agreed upon scope of work and budget will also be reflected in the 2019-20 Unified Planning Work Program (UPWP).</u>

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188	RTP Chapter 8	Bezner	Mike	Clackamas County	8/13/2018	Letter	<p>Recommendation to add the following description to Mobility Corridor #24 (section 8.2.4.6):</p> <p><u>"The study will include a needs assessment for auto, freight, transit, bicycle and pedestrian modes within the corridor to identify existing gaps and system deficiencies. A full list of recommended projects from other related transportation planning efforts will be developed. Data for key performance metrics will be collected from the related transportation plans and analyzed. If necessary, additional projects will be identified and proposed if unmet needs are found. The project will then be evaluated, and recommended projects will be grouped into investment packages and group geographically. The preferred investment packages for all modes will then be fully documented in the final plan along with implementation strategies focusing on timelines and funding strategies."</u></p>	Amend as requested.
189	RTP Chapter 8	Bezner	Mike	Clackamas County	8/13/2018	Letter	(page 8-59, section 8.2.4.6) Recommendation to add the '172nd Ave/190th Drive Corridor Management Plan' to the list of planning projects in paragraph 1.	Amend as requested.
190	RTP Chapter 8	Bezner	Mike	Clackamas County	8/13/2018	Letter	<p>Recommendation to add the following additional language to section 8.3.1.2 Sunrise project:</p> <p><u>"The most recent ODOT cost estimate for the completion of Phase II (extends from the east end of the project at SE 122nd to SE 172nd) is \$250 million. This amount seems sufficiently high that it appears unlikely that all of Phase II can be completed in one project. At this point, the best strategy for moving the project forward could be to break Phase II of the Sunrise project up into two or three sub-phases that each have independent utility and can be accomplished at a more reasonable cost. ODOT, in coordination with local agencies, has initiated preliminary analysis to examine options for the project's east end from the Rock Creek junction of OR 212 and OR 224 to the east end of the corridor."</u></p>	Amend as requested.

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191	RTP Chapter 8	Bezner	Mike	Clackamas County	8/13/2018	Letter	(page 8-62, section 8.3.1.2) Recommendation to add language to the narrative to better inform the Sunrise Expressway project's importance and why this project is vital to economic development.	Amend page 8-63 to add the following at the end of the section: " <u>The Sunrise Corridor is an essential freight route from I-5 and I-205 to U.S. 26 and central and eastern Oregon. In addition, the Clackamas Industrial Area is home to one of the state's busiest and most critical freight distribution centers. The Oregon 212/224 corridor is not capable of handling the expected increase in traffic resulting from significant community development and industrial expansion in the corridor.</u> "
192	RTP Chapter 8	Williams	Stephen	Clackamas County	8/13/2018	Email	(page 8-59) Recommendation to add the following language describing the scope for the C2C corridor project: " <u>The study will include a needs assessment for auto, freight, transit, bicycle and pedestrian modes within the corridor to identify existing gaps and system deficiencies. A full list of recommended projects from other related transportation planning efforts will be developed. Data for key performance metrics will be collected from the related transportation plans and analyzed. If necessary, additional projects will be identified and proposed if unmet needs are found. The projects will then be evaluated, and recommended projects will be grouped into investment packages and grouped geographically. The preferred investment packages for all modes will then be fully documented in the final plan along with implementation strategies focusing on timelines and funding strategies.</u> "	Amend as requested.

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193	RTP Chapter 8	Chesarek	Carol	Community member	8/13/2018	Email	Page 8-57 (Section 8.2.4.6 Hillsboro to Portland Mobility Corridors #13 and #14). Revise this section as follows: 1. The section title should include (mobility corridor) #16, to match the entry in Table 8-1 on p. 8-39. 2. On p. 8-57, the list of "Potential Solutions", the first bullet needs to include more than just arterials and throughways. Revised language could say something like " <u>Evaluate crash history of all commuter routes including arterials, collectors, and throughways in the study area...</u> ".	Amend as requested.
194	RTP Chapter 8	Chesarek	Carol	Community member	8/13/2018	Email	(Page 8-58, Section 8.2.4.6 Hillsboro to Portland Mobility Corridors #13 and #14). Revise the fifth bullet as follows "Evaluate the potential benefits <u>and harms</u> of congestion pricing on Portland area freeways..."	Amend as follows, "Evaluate the potential benefits <u>and burdens (adverse impacts)</u> of congestion pricing on Portland area freeways..."
195	RTP Chapter 8	Chesarek	Carol	Community member	8/13/2018	Email	(Pages 8-57 and 8-58, Section 8.2.4.6 Hillsboro to Portland Mobility Corridors #13 and #14), add these bullets to the list of Potential Solutions: • <u>Improved transit connections to MAX/HCT in the corridor, including CC Rider connectivity and better local access to the Sunset Transit Center.</u> • <u>Evaluate the effect of proposed solutions on wildlife habitat and wildlife connectivity.</u> • <u>Incorporate wildlife crossings any road improvement or construction projects.</u> • <u>Evaluate safety and congestion effects of proposed solutions on the St Johns Bridge and the communities of St Johns and Linnton.</u> • <u>Evaluate system and demand management options for roads over the west hills, including employer shuttle buses and car pools, on-demand ride sharing car pools, etc.</u>	Amend as follows: • <u>Improved transit connections to MAX/HCT in the corridor, including Columbia County Rider connectivity and better local access to the Sunset Transit Center.</u> • <u>Evaluate the effect of proposed solutions on wildlife habitat and connectivity and relative benefits of wildlife crossing infrastructure in proposed solutions to improve safety for people and wildlife and make habitats more connected.</u> • <u>Evaluate safety and congestion effects of proposed solutions on the St Johns Bridge and the communities of St Johns and Linnton.</u> • <u>Evaluate system and demand management options to expand travel options over the west hills, including employer shuttle buses and carpools, on-demand ride sharing carpools, etc.</u>

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196	RTP Chapter 8	Chesarek	Carol	Community member	8/13/2018	Email	(Pages 8-57 and 8-58, Section 8.2.4.6 Hillsboro to Portland Mobility Corridors #13 and #14), add this bullet to the list of Potential Solutions: • <u>Evaluate pricing options for the roads over the west hills (Germantown, Cornell, Burnside, etc) including congestion pricing and cordon pricing.</u>	No change recommended. The RTP does not currently include policy for pricing beyond parking management and congestion pricing of throughways. The Regional Congestion Pricing Technical Analysis described in Section 8.2.3.2 could consider the potential for this type of pricing option. The scope of work for the Regional Congestion Pricing Technical Analysis will be developed separately from the RTP.
197	RTP Chapter 8	Singelakis	Andrew	Washington County	8/13/2018	Letter	(Page 8-17) Recommendation to add a sentence to the end of the second paragraph, so the new paragraph says: "The project's limited scope...of pricing strategy and transit service implemented. <u>The study should also identify throughway capacity projects that could help achieve the desired traffic flow and be evaluated as part of a regional investment package.</u> "	<u>Amend page 8-17 as follows, "The project's limited scope has raised larger questions about how demand management pricing strategies could be implemented throughout the region; further study is needed in this area and should be undertaken to better understand different ways that pricing could work regionally and the different policy outcomes each that various pricing types, including cordon pricing, VMT based pricing, and network-based pricing, scenario would create might have. This should In addition, the study should evaluate issues and outcomes related to equity, safety and alternative investments, including the interaction between pricing and increased transit access. include an analysis of the potential importance and role of increased transit service and the mutual benefits congestion pricing and expanded transit service can bring depending on the type of pricing strategy and transit service implemented. A comprehensive, regional study should be undertaken before the next update to the RTP in order to provide policy guidance as to how different types of pricing programs can most effectively reduce congestion might impact traffic congestion, people and vehicle throughput, freight mobility, greenhouse gas emissions, air pollution, outcomes for underserved communities, mode share, and overall traffic volume and improve whether or not they improve the overall function of the <u>regional</u> transportation system. "</u>

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198	RTP Chapter 8	Singelakis	Andrew	Washington County	8/13/2018	Letter	(Page 8-20) Recommendation in the third paragraph to acknowledge that the needs of roads that are not good candidates for jurisdictional transfer are included as part of this coordinated Metro/ODOT assessment, and that the study intent is clear that the priorities for jurisdictional transfer do not reflect the priorities for additional investment.	<p>Amend page 8-20 as follows, "While this process aims to assess and prioritize roadways for transfer in the Portland region, it is not intended to discourage any transfers <u>or investments</u> from occurring prior or during the assessment process. There are certain roadways and jurisdictions that may be ready for a transfer without going through this assessment process.</p> <p>Amend page 8-21 to add the following language after the last paragraph, "If a <u>jurisdictional transfer</u> is not viable or appropriate, jurisdictions may pursue a potential Special Transportation Area designation in collaboration with ODOT."</p> <p>As stated in the existing draft plan, this effort is not intended to prevent any investment or transfer from moving forward, and priorities for jurisdictional transfer do not necessarily supercede other priorities for investment.</p>

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199	RTP Chapter 8	Singelakis	Andrew	Washington County	8/13/2018	Letter	(Page 8-39) Add Cooper Mountain corridor refinement study in Table 8.1 Mobility Corridors Recommended for Future Corridor Refinement Planning and the following language: <u>Cooper Mountain Transportation Study</u> <u>Washington County is conducting the Cooper Mountain Transportation Study to evaluate roadway network options to accommodate traffic through the Cooper Mountain area.</u> <u>Transportation in and around Cooper Mountain has long been a topic of discussion going back to the 1980s and 1990s with planning efforts around the Western Bypass and the Land Use, Transportation and Air Quality (LUTRAQ) studies. In more recent years, the Cooper Mountain transportation network has been an ongoing topic of discussion as part of the Washington County Transportation Futures Study, Concept Planning efforts of several cities, and anticipated development of other new urban growth areas (UGB additions since 2012 and Urban Reserves) on the western edge of the urban growth boundary. The Cooper Mountain area is experiencing increased traffic demand from regional growth and nearby developing areas.</u> <u>The Cooper Mountain study area is characterized by a mix of rural reserve, rural undesignated, urban reserve, and urban land. The developed areas are primarily residential and supportive uses. The existing rural roadway system was not intended to accommodate the current and projected levels of urban travelers using rural roads to go to and from urban destinations.</u>	Amend as requested.

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200	RTP Chapter 8	Singelakis	Andrew	Washington County	8/13/2018	Letter	Continued from above comment: <u>However, this trend is expected to continue with travelers moving between the communities of Sherwood, Tigard, Beaverton, Hillsboro and beyond on a regular basis. This study will take into account that the study area is part of a larger regional context and a multimodal transportation system is needed to connect several urban communities as well as provide accessibility to the rural community.</u> <u>The Cooper Mountain Transportation Study began in fall 2017 and is expected to result in a number of Washington County Transportation System Plan and RTP amendments beginning in 2019 to add projects to the financially constrained project list and to update relevant RTP system maps.</u> <u>Figure 8.xx illustrates the project study area. It includes areas of potential widening and/or safety improvements to existing roads, proposed roads that are already adopted into a local TSP or concept plan, concept plan areas, urban reserve areas, and clouded areas where additional new roadway connections could be made. The next steps in the study include refinement of the potential improvement concepts, alternatives and feasibility analysis, a final project list, and other action items for implementation.</u>	Amend as requested.
201	RTP Chapter 8	Singelakis	Andrew	Washington County	8/13/2018	Letter	(Page 8-48) Update the description of the current status for Mobility Corridors #14 and #15 (Beaverton to Forest Grove).	Comment noted. These technical corrections will be incorporated in final RTP.
202	RTP Chapter 8	Singelakis	Andrew	Washington County	8/13/2018	Letter	(Page 8-60) Revise wording in the first sentence of the first paragraph to say: "Transportation improvements where <u>the</u> needs, modes, functions and general location of improvements have already been <u>is</u> identified in the RTP and local plans, <u>are expected to be further refined</u> planned at a during detailed project development." This will improve consistency with the transportation planning rule.	Amend as requested.

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203	RTP Chapter 8	Singelakis	Andrew	Washington County	8/13/2018	Letter	<p>(Page 8-61) Add Basalt Creek Parkway to Table 8.2 Completed and Current Major Project Development.</p> <p>Basalt Creek Parkway is designated as a Major Arterial on the Regional Motor Vehicle Network and as a Main Roadway Route on the Regional Freight Network. The County has completed constructed 124th Avenue / Basalt Creek Parkways from Tualatin-Sherwood Road to Grahams Ferry Road. The County has received regional flexible funds for Preliminary Engineering and environmental assessment as well as Right-of-way. The County is seeking construction funding for section between Grahams Ferry Road and Boones Ferry Road. County staff can provide a more detailed description of this major project for inclusion.</p>	Amend as requested.
204	RTP Chapter 8	Singelakis	Andrew	Washington County	8/13/2018	Letter	<p>(Page 8-73) Revise the second bullet to say: "Does the transportation investment require any form of permission or approval(s) from the U.S. DOT, or other federal agency (Department of Natural Resources, Army Corps of Engineers, etc.) either at the regional (transportation <u>air quality system</u> conformity) or project level (NEPA) <u>review</u>?"</p> <p>Any impact on a wetland or waterway of the United States requires a Corps permit. Listing Corps here would "regionalize" many projects that are not considered regional now.</p>	Amend as requested.

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205	RTP Chapter 8	Singelakis	Andrew	Washington County	8/13/2018	Letter	<p>(Pages 8-78: 8-80) Reword the first paragraph under section 8.4.1 on pg 8-78, starting with the second sentence to say: ""Decisions on amendments made at this level are land-use decisions for need, mode, corridor, and general <u>location</u> scope and function of a proposed project. Subsequent land-use decisions on final project design and mitigation of impacts will be are needed prior to construction. Such analysis to evaluate impacts could lead to a "no-build" decision where a proposed project is not recommended for implementation, and would require reconsideration of the proposed project or system improvements. In some cases a corridor refinement plan may be recommended pending the scale and scope of the proposed project."</p> <p>The text as written adds requirements that are not otherwise in the Transportation Planning Rule (corridor, scope, function). It also expands the decisions on final design to include "land-use" which has already been decided by inclusion on the plan. Project impacts and environmental mitigation are not related to the planning process and should not be included here. It is unclear how these new requirements may be interpreted in an appeal process.</p>	Amend as requested, but retain reference to "function" as the TPR does call out addressing need, mode, function and general location in transportation system plans. It should be noted, however, that project impacts and environmental mitigation should be considered during the planning process.
206	RTP Chapter 8	Singelakis	Andrew	Washington County	8/13/2018	Letter	<p>Reword the first paragraph on page 8-79 as follows: "It is Metro's responsibility to adopt findings based on project need, mode, and corridor, general location scope and function of projects proposed in the Regional Transportation Plan. The affected jurisdiction is responsible for preparing the specific local plan amendments and findings related to specific location, project design and impact mitigation and for scheduling them for a public hearing before the governing body for action by that body by the time required."</p> <p>This text as written is adding requirements not included in the Transportation Planning Rule. It is unclear how these new requirements may be interpreted in an appeal process. Recommend keeping legislative language as written such that findings and appeals do not increase in complexity.</p>	Amend as requested, but retain reference to "function" as the TPR does call out addressing need, mode, function and general location in transportation system plans.

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207	RTP Chapter 8	Singelakis	Andrew	Washington County	8/13/2018	Letter	<p>(Page 8-79) Rewrite the first paragraph under '1, as follows: "These are amendments that come from NEPA processes, corridor refinement planning as defined by the Transportation Planning Rule or other studies and involve additions or deletions of <u>RTP Financially Constrained projects</u> or a significant change in the mode, function or general location of the project. Such amendments require adoption by JPACT and the Metro Council by Ordinance, accompanied by findings:"</p> <p>This is text defining how an amendment to the RTP Financially Constrained project list is made. The project list, as stated directly above, itself defines the need mode, function and general location.</p>	<p>Amend as follows: "These are amendments that come from NEPA processes, corridor refinement planning as defined by the Transportation Planning Rule or other studies and involve additions or deletions of <u>RTP Financially Constrained projects</u> or a significant change in the mode, function or general location of the project. Such amendments require adoption by JPACT and the Metro Council by Ordinance, accompanied by findings:"</p> <p>Amendments to the RTP project list may also trigger amendments to the RTP system maps. The RTP system maps define the mode, function and general location of the project for purposes of meeting statewide planning goals and the Transportation Planning Rule.</p>
208	RTP Chapter 8	Singelakis	Andrew	Washington County	8/13/2018	Letter	<p>(Page 8-80) Rewrite the first paragraph under '2. Project amendments resulting from adopted...' on page 8-80 to say: "New roadway, transit, bikeway, pedestrian, and freight and demand and system management projects on the regional system shall be adopted by JPACT and the Metro Council by Ordinance, accompanied by findings:"</p> <p>Demand and system management projects may not require a land-use decision. This could require that amendments to the project list that do not affect the use land make findings of consistency with Oregon land use planning rules. In so doing this could creating a potentially onerous process necessary for a relatively minor change.</p>	<p><u>No change recommended pending further discussion with the Office of Metro Attorney. Based on advice from Metro legal staff, all amendments to the RTP (including the Constrained project list) should be adopted by Ordinance. The RTP amendment process will be updated in early 2019 after adoption of th 2018 RTP. Metro will engage TPAC and JPACT in this effort to ensure federal and state requirements are appropriately met without creating an onerous process for relatively minor changes that do not change the need, mode, function or general location of a facility.</u></p>

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209	RTP Chapter 8	Rogers	Roy	Washington County Coordinating Committee	8/13/2018	Letter	<p>No changes suggested. General support of the following work outlined in Chapter 8:</p> <ul style="list-style-type: none"> • Reducing delay and improving reliability in corridor refinement studies for the US 26 I-5 corridors. Both of these serve significant freight needs; have significant, increasing congestion; serve growing areas and should be regional priorities. • Identifying reliability and speed improvements on the regional transit network. • Beginning the process to determine investments needed for the state's district highways, such as TV Highway and Hall Boulevard. • New and improved processes to engage and build capacity among racial minorities in the transportation field. 	Comment noted. No change needed.
210	RTP Chapter 8	Rogers	Roy	Washington County Coordinating Committee	8/13/2018	Letter	Request that future studies of value pricing proposed in the RTP and underway by ODOT identify projects that can benefit from additional throughway capacity.	No change recommended. As is consistent with RTP policy, congestion pricing is considered a demand management tool, and is viewed primarily as a way to manage existing resources. The scope of the study will be considered separately from the RTP, and may or may not include a process to identify ways to spend potential revenue.
211	RTP Chapter 8	Rogers	Roy	Washington County Coordinating Committee	8/13/2018	Letter	<p>Request that future studies include in emerging technology and traffic systems management and operations</p> <p>"Finally, the WCCC strongly supports continued investments in emerging technology and traffic systems management and operations as opportunities for our region and would like to see future studies include these elements."</p>	No change needed. The RTP and Regional Transportation Functional Plan currently require consideration of these elements in local transportation system plans and corridor refinement planning efforts. In addition, the region's Transportation System Management and Operations Strategy is planned for an update in 2019-2020 and will look for opportunities to expand these investments in the region's mobility corridors to leverage capital investments and support RTP goals.

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212	RTP Chapter 8	Prior	Garet	City of Tualatin	8/14/2018	Letter	"We highly value the RTP assessment methodology as an honest tool for determining progress (starting on page 7-7), but have the following questions or comments: - Why was multimodal and freight access not measured or set targets? - What are we going to do about missing the freight congestion reduction goal (10%) by 348%?"	No change recommended. As noted on page 7-51, the Freight access evaluation measure was piloted in the 2018 RTP update and found to be inconclusive based on the analytic tools and information currently available. This and other accessibility measures will be further refined in future planning efforts to the extent practicable and be used to inform the next RTP update. Future planning efforts related to the region's mobility and congestion pricing will inform how the region continues to address growing congestion and its impacts on freight delay and unreliability.
213	RTP Chapter 8	Prior	Garet	City of Tualatin	8/14/2018	Letter	(Section 8.2.4.1) Revise the following bullets for Mobility Corridor #3 from Tigard to Wilsonville (page 8-43) as follows: • Provide regional transit service, connecting Wilsonville and <u>Tualatin</u> to the central city • Add overcrossings in vicinity of Tigard Triangle, <u>City of Tualatin</u> , and the City of Wilsonville to improve local circulation • Provision of auxiliary lanes between all I-5 freeway on- and off-ramps <u>in Tualatin south of the I-5/I-205 split</u> and in Wilsonville.	Amend as requested.
214	RTP Chapter 8	Prior	Garet	City of Tualatin	8/14/2018	Letter	Question regarding when refinement for Mobility Corridor #10 from Tualatin to Oregon City/West Linn will occur and recommendation that the corridor refinement planning effort be coordinated with planning for the Stafford area.	Amend Table 8.1 (page 8-39) to replace reference to Mobility Corridor #9 with reference to Mobility Corridor #10 as follows, "Mobility Corridors #7, #8, and #9 <u>10</u> . In addition, add new bullet to page 8-48 that states " <u>Coordinate refinement planning activities with planning for the Stafford area.</u> " Corridor refinement plans will be conducted as resources are available pending updated findings and recommendations from the Mobility Policy Update (described in Section 8.2.3.1) and future JPACT and Metro Council direction.

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215	RTP Chapter 8	MacDonald	Anne	Clean Water Services	8/20/2018	Letter	<p>Section 8: Recommendation to explicitly address stormwater runoff management early and often throughout the planning, design and implementation process.</p> <p>Recommendation for the plan to more explicitly acknowledge that sufficient project footprints (e.g. right-of-way) are needed to make sure that challenges, such as runoff quality and volumes, can be addressed within transportation corridors; promote the need for runoff volumes to be reduced within transportation projects through the use of permeable pavement where possible, and promote partnerships with land managers to provide for appropriate stormwater management.</p>	<p>Amend Section 8.1 Introduction, on page 8-4, second paragraph: "The plan takes into account the changing circumstances and challenges we face and addresses them directly, adopting new approaches for addressing safety, accessibility, mobility, <u>environmental health</u> and transportation equity..." and under the third paragraph "...to comprehensively address our growing transportation needs, <u>while protecting public and environmental health</u>."</p> <p>- Amend Section 8.2.3.4 Jurisdictional Transfer Assessment Program, on page 8-22, under Step 3: "The cost assessment will take into account maintenance needs, signals, pavement condition, <u>stormwater management</u>, pedestrian and transit needs and, if applicable, safety needs.</p> <p>- Amend Section 8.2.4 Corridor Refinement Planning, on page 8-37 under Conduct Analysis: "Conduct analysis that considers current and planned local land uses, regional and community goals for equity, housing, economic opportunity and environmental protection <u>and stormwater management</u>."</p> <p>-Amend page 8-37 third paragraph: " Consistent with the region's congestion management process, corridor refinement plans will provide decision-makers with more comprehensive information regarding safety, accessibility, <u>environmental impact</u>, mobility, reliability and congestion."</p>
216	RTP Chapter 8	Blasher	Jon	Metro - Parks and Nature	8/20/2018	Letter	<p>Page 8-42, graphic: include existing and proposed regional trails (Fanno Creek Trail and Ice Age Tonquin Trail) in graphic.</p> <p>Page 8-43: add a bullet to the list that states, "Complete gaps in the Fanno Creek and Ice Age Tonquin Regional Trails to provide a continuous off-street active transportation route through the length of the mobility corridor."</p>	<p>Amend as requested to add proposed text. The graphic developed for the refinement plan study area will not be of sufficient detail to include the existing and proposed trails.</p>

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217	RTP Chapter 8	Blasher	Jon	Metro - Parks and Nature	8/20/2018	Letter	<p>Page 8-46, graphic: include all existing and proposed segments of the I-205 Regional Trail in the graphic.</p> <p>Page 8-47, add a bullet to the list that states: "Complete gaps in the I-205 Multi-use path - including southernmost segment from Oregon City to Tualatin - to provide a continuous off-street active transportation route through the length of the mobility corridor."</p>	Amend as requested to add proposed text. The graphic developed for the refinement plan study area will not be of sufficient detail to include the existing and proposed trails.
218	RTP Chapter 8	Blasher	Jon	Metro - Parks and Nature	8/20/2018	Letter	<p>Page 8-48, graphic: include existing and proposed regional trails (Beaverton Creek Trail, Tualatin Valley Trail, Rock Creek Trail and Council Creek Trail) in the graphic.</p> <p>Page 8-52, graphic: include existing and proposed regional trails (Springwater Trail, Wy'east Way and Gresham-Fairview Trail) in the graphic.</p> <p>Page 8-55, graphic: include existing and proposed regional trails (Rock Creek Trail, Westside Trail and Saint Helens Road) in the graphic.</p> <p>Page 8-58, add a bullet to the list that states, "Complete regional trail gaps - including Rock Creek Trail, Westside Trail and Saint Helens Road - to provide a continuous off-street active transportation route through the length of the mobility corridor."</p>	Amend as requested to add proposed text. The graphic developed for the refinement plan study area will not be of sufficient detail to include the existing and proposed trails.
219	RTP Chapter 8	Blasher	Jon	Metro - Parks and Nature	8/20/2018	Letter	<p>Page 8-59, graphic: include existing and proposed regional trails (Troutdale to Springwater Trail, Sunrise Corridor Trail and Butler Buttes Trail) in the graphic.</p> <p>Page 8-59, box at bottom of page: add a bullet to complete regional trails gaps - including the Troutdale to Springwater Trail, the Sunrise Corridor Trail and the Butler Buttes Trail - to provide a continuous off-street active transportation route through the length of the mobility corridor.</p>	Amend as requested to add proposed text. The graphic developed for the refinement plan study area will not be of sufficient detail to include the existing and proposed trails.
220	RTP Chapter 8	Blasher	Jon	Metro - Parks and Nature	8/20/2018	Letter	Page 8-69, second bullet: include a new parallel multi-use path in the description for the new collector-distributor road between Allen Boulevard and Denney Road. This future path is shown in the RTP bicycle and pedestrian system maps.	Amend as requested.

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221	RTP Chapter 8	Blasher	Jon	Metro - Parks and Nature	8/20/2018	Letter	Page 8-70: include a new parallel multi-use path in the description for the I-205 South Corridor Widening and Seismic Improvments Project. This future path is shown in the RTP bicycle and pedestrian system maps.	Amend as requested.
222	RTP Chapter 8	Kirzakhilili	Ali	ODEQ	8/20/2018	Letter	Consider the different impacts federal rulemaking will have on the assumptions used in Metro's MOVES runs and the resulting impacts on forecasted emission profiles.	Amend Chapter 8 Section 8.2.2.7 to highlight the need to monitor this issue. This type of analysis is beyond the scope of the current RTP update. Metro looks forward to opportunities to partner with DEQ and others to understand the potential impacts of any rulemaking that occurs.
223	RTP Chapter 8	Makler	Jon	ODOT	8/20/2018	Letter	Calling out the second bullet point on page 8-16 (addressing congestion on arterials), recommendation to support an approach that focuses on setting performance expectations for <u>safety</u> and bicycle and pedestrian network completeness.	Amend as requested.
224	RTP Chapter 8	Makler	Jon	ODOT	8/20/2018	Letter	Recommendation that Section 8.2.2.10 (Investment Areas Program) offer a much higher level of detail to address how Metro decides where to direct these activities and how it intends to coordinate its decisions with partners.	<p>Amend page 8-13 in Section 8.2.3 in Chapter 8 as follows, "These efforts will be completed consistent with the Regional Transportation Plan goals, policies and strategies. A lead agency, project partners and proposed timing for completion is identified for each planning effort along with a description of the issues to be addressed and expected outcomes from the work.</p> <p>This work will be completed by multiple partners as resources are available and pending future Metro Council and JPACT policy direction, and will be coordinated through development and approval of the annual Unified Planning Work Program (UPWP)."</p> <p>This reflects federally-funded work activities conducted by the Investment Areas Program are coordinated through development and approval the annual Unified Planning Work Program (UPWP).</p>

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225	RTP Chapter 8	Makler	Jon	ODOT	8/20/2018	Letter	Recommendation to include a description of process and criteria for selecting corridors for refinement planning (8.2.4, page 8-36) and major project development (8.3.1, page 8-60)	<p>Amend page 8-36 in Section 8.2.4 in Chapter 8 as follows, "This RTP calls for an update to the region's mobility policy and related performance targets beginning in 2019, and is expected to affect corridor refinement planning identified in this section...JPACT and the Metro Council will provide further policy direction on <u>the scope and schedule for the Mobility Policy Update in 2019. Metro and ODOT will engage TPAC, JPACT and other interested stakeholders in development of the scope of work (and desired outcomes) for the Mobility policy Update beginning in early 2019, after adoption of the 2018 RTP. The agreed upon scope of work and budget will also be reflected in the 2019-20 Unified Planning Work Program (UPWP) approved by JPACT and the Metro Council.</u>"</p> <p>Corridor refinement planning recommended in Section 8.2.4 is largely carried over from the 2014 RTP with minor updates to reflect work remaining and the addition of two new efforts requested by jurisdictional partners for the Hillsboro to Portland mobility corridors and the Clackamas to Columbia mobility corridor. In all cases, the refinement plans respond to the inability of the RTP to meet the interim regional mobility policy for each of these areas. Section 8.2.3.1 describes future work to update the mobility policy which will establish an updated policy foundation for corridor refinement planning in the region and will likely result in further modifications to Section 8.2.4. There currently is not a process or criteria for prioritizing completion of the refinement plans. This will be determined by JPACT and the Metro Council after adoption of the RTP and completion of the mobility policy update.</p> <p>Major project development activities in Section 8.3.1 reflect past actions by the Oregon Legislature and other partners for larger-scale projects that meet thresholds for major project development (as defined in Section 8.3.1).</p>

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226	RTP Chapter 8	Makler	Jon	ODOT	8/20/2018	Letter	Recommendation to revise draft language for paragraph 2 in Step 4 (Page 8-23) to establish the expectation now that the priority for transfers (and the associated investments) is reducing fatalities and severe injuries.	No change recommended. Safety is one of several factors that will be considered to determine priorities for jurisdictional transfer.
227	RTP Chapter 8	Makler	Jon	ODOT	8/20/2018	Letter	Recommendation to revise the purpose of Section 8.2.3.4 (page 8-18) to say: "The purpose of a jurisdictional highway transfer assessment program is to identify which state-owned roads <u>ensure that roadways</u> in the Portland metropolitan region <u>are owned by the agency best positioned to ensure the transportation infrastructure supports the land use and improves safety for all users.</u> This means identifying: <u>which state-owned routes in the region</u> should be evaluated and considered for a jurisdictional transfer; identify gaps and deficiencies on those routes; to regionally prioritize <u>priorities among the routes;</u> and address some of the barriers and opportunities to transfer the prioritized routes from state ownership to local ownership."	Amend as requested.
228	RTP Chapter 8	Makler	Jon	ODOT	8/20/2018	Letter	Recommendation that section 8.2.3.4 include a list of expected outcomes in the narrative (similar to the narrative for the Regional Mobility Policy Update on Page 8-16). "We recommend that one of these outcomes be a funding strategy for implementation."	Amend as requested.

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229	RTP Chapter 8	Makler	Jon	ODOT	8/20/2018	Letter	Page 8-77 - strengthen language for establishing priorities for MTIP investments. Suggestion is to add some more specific language under "Developing the MTIP" or adopting the RTP Ordinance with language that provides direction for the future updates of the MTIP policies."	No change recommended <u>pending further discussion by FHWA, ODOT and Metro staff</u> . Generally, the RTP sets broad policy outcomes for the MTIP and Regional Flexible Funding Allocation (RFFA) process to implement, and defers administrative policy to the MTIP process. MTIP policy (determined by JPACT and Council) includes a regional funding strategy, which matches RTP-identified needs with the most appropriate funding source, including federal, state and local funds in addition to the region's RFFA funding. In addition, JPACT and the Metro Council determine priorities for the RFFA based on what they determine is the priority for a given cycle under the general policy direction of the RTP. An example of this was their decision to emphasize freight and economic stimulus during the Great Recession and to anticipate leverage opportunities for state and federal dollars in some cycles. The RFFA process needs to be responsive and serve as a gap and leverage fund to support implementation of RTP projects.
230	RTP Chapter 8	Makler	Jon	ODOT	8/20/2018	Letter	Recommendation to add an overview of the federally-required Performance Based Planning and Programming (PBPP), perhaps under section 8.5.4	Amend as requested.
231	RTP Chapter 8 Appendix F	Kirzakhalili	Ali	ODEQ	8/20/2018	Letter	DEQ appreciates Metro's participation in the work group to develop a regional clean air construction strategy for clean diesel equipment and vehicles on select public improvement projects. DEQ encourages that all projects in the RTP conform to the strategy when it is adopted.	Amend Appendix F and Chapter 8 Section 8.2.2.7 to reflect development of this strategy. The region (and RTP) will adhere to DEQ air quality program changes that are implemented through the State Implementation Plan as part of our ongoing implementation of the Transportation Control Measures.

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#	Chapter or Appendix	Last name	First name	Affiliation	Date	Method	Proposed change identified in comment (changes shown in strikethrough and <u>underline</u>)	Staff recommendation (changes shown in strikethrough and <u>underline</u>)
232	RTP Appendix F	Jarvie	Kirk	Oregon Department of State Lands	7/27/2018	Email	Appendix F, Table 1: Edit the row "Department of State Lands" and column "Documentation or Process Required" as follows: "...wetland <u>and/or waterway</u> functional assessment...". Appendix F, page 12: Change the subsection title "Wetlands" to "Wetlands <u>and Waterways</u> ". Within the body of this subsection, references to "wetland" mitigation should be expanded to "wetlands <u>and waterways</u> " mitigation. Appendix F, page 13: Please replace the summary of wetland mitigation banks was follows: <u>Wetland Mitigation Banks Serving Metro Area as of July 2018: For service area maps and contact information for each bank:</u> https://www.oregon.gov/dsl/WW/Pages/MitigationMap.aspx - Foster Creek Bank, Nearest City: Estacada, Service Area: Lower Clackamas basin and Abernathy Creek watersheds, Potential wetland credits remaining: 8 - Butler Mitigation Bank, Nearest City: Hillsboro, Service Area: Tualatin watershed, Potential wetland credits remaining: 30 - Tualatin Valley Environmental Bank, Nearest City: Hillsboro, Service Area: Tualatin watershed, Potential wetland credits remaining: 12 - Halfmile Lane In-Lieu-Fee Mitigation Project, Nearest City: Forest Grove, Service Area: Tualatin watershed, Potential wetland credits remaining: 8, Currently offering stream credits - Bobcat Marsh Mitigation Bank – Available ONLY to Port of, Portland, City of Hillsboro, and ODOT, Nearest City: Hillsboro, Service Area: Tualatin watershed, Potential wetland credits remaining: 3.7	Amend as requested.
233	RTP Appendix F	MacDonald	Anne	Clean Water Services	8/20/2018	Letter	Include an analysis of impacts to water quality. "We would be happy to assist Metro staff in evaluating DEQ's data for water quality limited bodies - this does exist in a regional database, although there is some additional detail that could be added."	No change recommended. This type of analysis will be considered for the next RTP update pending Metro Council and JPACT policy direction and adequate resources and data.
234	RTP Appendix F	Blasher	Jon	Metro - Parks and Nature	8/20/2018	Letter	Recommendation to clarify what data sets are required for project analysis under the RTP, followed by a section describing key additional information resources.	Amend as requested.

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235	RTP Appendix F	Labbe	Ted	Urban Greenspaces Institute	8/21/2018	Letter	Appendix F, the 2018 RTP Environmental Assessment and Potential Mitigation Strategies is missing, so we cannot fully evaluate the adequacy of this plan. At what stage will the public be afforded the opportunity to review and comment on this and other missing appendices?	Appendix F was posted on-line on July 20 and will be significantly updated to address comments received throughout the comment period pending approval of recommended changes by JPACT and the Metro Council to respond to comments.
236	RTP Appendix H	Tupica	Rachael	FHWA	8/21/2018	Consultation meeting and email	Update the Appendix to address the following comments: - Break out the Introduction and Summary into two separate sections - Ensure the content of each section/subsection match the name of the section/subsection - Page 6 - Explain more detail about the process and decision to convert to 2016 dollars - When developing a financial plan for a RTP, it is not necessary to go down to the federal fund code level - Page 23 – “Metro is the direct recipient of the above funds” – this is incorrect. ODOT is the direct recipient of that funding, through state processes STBG and CMAQ are allocated to funds to Metro and through Federal rules Metro has project selection authority for the TA funds.	Amend as requested.
237	RTP All Chapters and Appendices			Metro staff	8/21/2018	n/a	Miscellaneous technical corrections, copy edits, table and figure numbering corrections and add missing information	Amend as requested.
238	RTP All Chapters and Appendices			Metro staff	8/21/2018	n/a	Replace all references of value pricing and tolling with the term "congestion pricing" throughout the RTP document.	Amend as requested.
239	RTP General comment	Kubo	Dian	Community member	6/5/2018	Email	Requesting that the 47 bus be re-routed from NW Laidlaw onto Bethany Blvd.	This comment has been forwarded to TriMet for consideration as part of the agency's annual service planning.

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240	RTP General comment	Potestio	Richard	Community member	5/31/2018	Email	Focus on these four outcomes to cost-effectively and equitably address the region's transportation needs and support the region's economy: 1. Slow down traffic 2. Change zoning to allow more density in all neighborhoods that dense street networks and bus lines 3. Invest in express trains between major regional hubs and other transportation systems such as Amtrak and airport, not freeways 4. Invest in completing pedestrian and bike facilities and crosswalks, not freeways	Comment noted. No change proposed.
241	RTP General comment	Iannarone	Sarah	Community member	8/2/2018	8/2 public hearing	Applaud your efforts to apply an equity lens to the RTP and the outreach that has been conducted for the RTP. Please remember that you are global policy leaders when it comes to climate change and allocate as much funding as possible to alternative transportation and as little as possible to the status quo, subsidizing single occupancy use. The plans should not have billions of dollars for freeway expansion because we know they won't solve our problems.	Comment noted. No change proposed.
242	RTP General comment	Smith	Chris	Community member	8/2/2018	8/2 public hearing	General support for vision zero goal and system and demand management policies, particularly use of pricing strategies to manage travel demand and managing parking to reduce the amount of land dedicated to parking and vehicle miles traveled while generating revenue. These policies will go the longest way towards moving toward our equity and climate goals. More challenging are the motor vehicle network policies that led to the I-5/Rose quarter project which will cost half a billion dollars but have very little operational impact. A big miss not having a project for 82nd Avenue which has a high number of fatal and serious injury crashes.	Comment noted. No change proposed.

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243	RTP General comment	Schlosshauer	Kari	Safe Routes to School National Partnership	8/3/2018	Letter	Request to remove all highway expansion projects that exist to increase capacity, including those that seek to do so via the addition of "auxiliary lanes." "These projects go against the Climate Smart Strategy, and will also make it immensely more difficult to achieve other regional goals for equity, safety, air quality and health."	No change recommended. The Climate Smart Strategy included investments for all part of the transportation, including highway expansion projects adopted in the 2014 Regional Transportation Plan Constrained Project list. Updated greenhouse gas emissions reduction findings and related documentation are recommended, as follows: - correct the estimated per capita GHG emissions reduction - the reduction is 40% from 2015 levels (not 21%) - <u>report that the 40% reduction is the result of the region meeting or exceeding most all Climate Smart Strategy monitoring targets, and, as a result, the region is deemed to be making satisfactory progress in implementing the Climate Smart Strategy and is reasonably expected to achieve the state targets to reduce per capita GHG emissions from light-duty vehicles by 20% by 2035 and 25% by 2040</u> - document fuel, fleet and technology factors and assumptions used to estimate emissions in the MOVES model - <u>monitor future changes to fleet and technology assumptions in collaboration with DLCD, DOE, DEQ and ODOT</u> These actions will also be described in Appendix J.

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244	RTP General comment	Schlosshauer	Kari	Safe Routes to School National Partnership	8/3/2018	Letter	Complete 100% of the gaps in the regional active transportation network. "We strongly support the initial focus of this work being on the high injury corridors that are in historically marginalized communities."	Comment noted. The 2018 RTP includes an updated performance target for 100 percent completion of the regional active transportation network by 2040. It should be noted that nearly 60 percent of the road and bridge projects complete gaps in sidewalks and bike facilities. As noted in recommendations related to the RTP project list, many of the funds identified for the 2018 RTP are obligated for specific projects or specific types of projects, such as highways or public transportation. Metro does not have authority to redirect funds. Cities and counties identify projects for the RTP which will implement regional policies and achieve regional and local goals. As noted in Chapter 5, the greater Portland region is falling behind in making the investments needed to achieve regional goals because of funding constraints. The project lists reflect the funding constraints and the lack of dedicated funding for active transportation projects. The region will continue to seek more dedicated funding for active transportation projects.
245	RTP General comment	Schlosshauer	Kari	Safe Routes to School National Partnership	8/3/2018	Letter	Increase and dedicate funding to prioritize and implement projects in the region that reduce speed limits and reduce the number of miles people travel in a private vehicle. "We strongly suggest that this lack of hard evidence [of injury/traffic crashes] be balanced by the plethora of observed evidence that safety is a major health concern in our region, and urge Metro to take action to prioritize projects that address this growing crisis."	Comment noted. No change proposed.
246	RTP General comment	Schlosshauer	Kari	Safe Routes to School National Partnership	8/3/2018	Letter	Asking Metro to allocate additional staff time and funding to ensure implementation of the 2018 RTP will reduce disparities for historically marginalized communities.	Comment noted. In recognition of this important issue, Section 8.2.3.8 calls for development of a disparities baseline to inform future planning and decision-making. Allocation of Metro staff time and funding will be determined through future agency budgeting processes.

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247	RTP General comment	Schlosshauer	Kari	Safe Routes to School National Partnership	8/3/2018	Letter	Review all projects on High Injury Corridors and Intersections to ensure they meet the region's Vision Zero goals, specifically to ensure that these projects list "reducing fatal and serious crashes" as their #1 priority.	Comment noted. Jurisdictional partners reviewed projects on regional high injury corridors and updated project objectives and descriptions to reflect reducing fatal and serious crashes as a priority. As projects move forward to implementation, Metro's safety program will also provide expertise, design guidance and technical support to help ensure projects support the RTP's Vision Zero goal.
248	RTP General comment	Hagerbaumer	Chris	Oregon Environmental Council	8/11/2018	Letter	Suggestion for the plan and region to embrace the following statement in the context of affordable housing: "Transit planners and advocates may not be able to meaningfully control market forces when improvements encourage or trigger gentrification, but they ought to be duty-bound to collaborate with transit agencies and municipalities and craft approaches to maintaining housing affordability in underserved neighborhoods and communities where transit improvements are being proposed."	No change needed. Metro is committed to equity and the region's decision-makers recognize the importance of this statement and are actively working to develop strategies to maintain housing affordability in underserved communities and communities where major transit improvements are being proposed. An example of the work is development of the Southwest Corridor Equitable Development Strategy.
249	RTP General comment	Hagerbaumer	Chris	Oregon Environmental Council	8/11/2018	Letter	Request to approve the 2018 Regional Transportation Plan only if it includes a robust strategy for congestion pricing that helps implement the Climate Smart strategy.	No change recommended. Oregon House Bill 2017 directs the Oregon Transportation Commission to develop a proposal for congestion pricing on I-5 and I-205. ODOT is currently conducting a feasibility analysis to determine how congestion pricing could help ease congestion. The analysis will be used to develop the proposal. If the Federal Highway Administration approves the proposal, the Oregon Transportation Commission is required to implement the proposal. In addition, Chapter 8 of the plan identifies future planning work to evaluate the potential role of congestion pricing in the region to help implement Climate Smart and other RTP goals and strategies.

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250	RTP General comment	Liden	Keith	Community member	8/12/2018	Email	<p>General comment that the budget does not reflect the commitment to Vision Zero and pedestrian and cyclist safety.</p> <p>"In spite of all the Vision Zero talk, the majority of the budget is proposed for auto congestion mitigation to minimize motorist inconvenience with much less funding devoted to make active transportation facilities complete, safe, and ultimately less dangerous."</p> <p>"The policy side of the plan is very solid, but as with past RTP's, policies are disconnected from the implementation strategy and the project funding priorities...In spite of the regional bike and pedestrian system being significantly incomplete, only 4-5% of the funding pot is proposed for active transportation (Table 6.2)."</p> <p>"I appreciate how difficult it is to break from auto addiction. It obviously won't happen overnight, but we need to be more committed and take serious steps to reduce our auto dependency. Active transportation funding at 4-5% just won't cut it."</p>	Comment noted. No change proposed. The 2018 RTP includes an updated performance target for 100 percent completion of the regional active transportation network by 2040. It should be noted that nearly 60 percent of the road and bridge projects complete gaps in sidewalks and bike facilities. As noted in recommendations related to the RTP project list, many of the funds identified for the 2018 RTP are obligated for specific projects or specific types of projects, such as highways or public transportation. Metro does not have authority to redirect funds. Cities and counties identify projects for the RTP which will implement regional policies and achieve regional and local goals. As noted in Chapter 5, the greater Portland region is falling behind in making the investments needed to achieve regional goals because of funding constraints. The project lists reflect the funding constraints and the lack of dedicated funding for active transportation projects. The region will continue to seek more dedicated funding for active transportation projects.
251	RTP General comment	Liden	Keith	Community member	8/12/2018	Email	<p>Refers to Table 3.8: Design Classifications for Regional Motor Vehicle Network on pg. 3-41.</p> <p>"...ODOT consistently focuses on car throughput by excluding or minimizing the active transportation design elements shown for major arterials...Metro needs to work with ODOT to help implement [active transportation design elements for major arterials], rather than ignore, this important aspect of the RTP."</p>	Comment noted. No change proposed. Section 8.2.3.4 (Jurisdictional Transfer Assessment Program) in Chapter 8 of the plan identifies future work that is expected to help advance implementation active transportation and other design elements on state-owned major arterials.
252	RTP General comment	Wolcott	Abby	Community member	8/12/2018	Email	<p>General comment about directing investment to widening freeways.</p> <p>"...we are not convinced that the work on 205 will make daily driving from Troutdale to Tualatin any less tolerable...widening freeways, where possible, seems like the only way to help get our freeways moving again, not bike lanes or nature trails."</p>	Comment noted. No change proposed.
253	RTP General comment	Savas	Paul	Clackamas County	8/13/2018	Letter	Request to analyze decision-making structure for creation of future regional transportation plans.	Comment noted. No change proposed.

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254	RTP General comment	Banks	Rachael	Multnomah County Public Health	7/25/2018	Letter	Request to continue to lead with racial justice in the implementation of the RTP. "The equity focus of the RTP is aligned with Multnomah County Health Department strategic objectives and we strongly support a continued focus on eliminating disparities."	Comment noted. No change proposed.
255	RTP General comment	Banks	Rachael	Multnomah County Public Health	7/25/2018	Letter	Request to better understand disparities in exposure to traffic related air pollution. "While the MOVES model used in the planning process provides estimates of airshed-wide impacts, the RTP does not provide information about what disparities exist, nor an estimate of whether those disparities will be improved or exacerbated by the proposed projects. We request that Metro and its partners analyze air pollution disparities in the process of implementing this RTP and undertake a more detailed modeling exercise in the next update. To the extent possible, we also request that Metro take near term steps to mitigate any disparities."	Comment noted. No change proposed. Metro staff recognizes the limitations of the tools currently used related to analyzing and assessing mobile source emissions. If resources and capacity allow, Metro is interested in partnering with air quality experts, including DEQ, PSU, and other entities using more disaggregated emissions models, to conduct air quality analysis at smaller geographies (e.g. corridors, equity focus areas, etc.) in future RTPs and on projects.
256	RTP General comment	Banks	Rachael	Multnomah County Public Health	7/25/2018	Letter	Request to improve project-level evaluation. "As was repeatedly discussed with stakeholders during the development of this RTP, project-level evaluation would help decision makers understand a full accounting of project costs and benefits. It would also enable health stakeholders to provide a more detailed analysis of the health impacts of the plan."	<u>Add a new subsection to Section 8.2.2 in Chapter 8 called "Performance-based Planning Program" that highlights project-level evaluation pilot conducted during the RTP update and recommendations for updating the pilot criteria and process for use in the next RTP update (due in 2023). This section will also describe other activities Metro will conduct to fulfill its MPO-related transportation performance measurement and reporting responsibilities.</u>
257	RTP General comment	Prior	Garet	City of Tualatin	8/14/2018	Letter	Stating agreement with the following comments raised by Clackamas and Washington counties: a. Reducing delay and improving reliability in corridor refinement studies for I-5 corridor. This corridor impacts our freight needs; has significant, increasing congestion; serves growing areas and should be regional priorities. b. Identifying reliability and speed improvements on the regional transit network. c. New and improved processes to engage and build equitable capacity and distribution in the transportation field.	Comment noted. No change proposed.

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258	RTP General comment	Charles	John	Cascade Policy Institute	8/13/2018	Email	Comment that the RTP is highly technical and hard for the average person to understand. Recommendation that future updates of the RTP be more user-friendly.	Comment noted. The comprehensiveness and complexity of the RTP presents significant challenges to the document's user-friendliness. Staff prepared less technical materials throughout the RTP update that aimed to be more user-friendly. The final published plan will include an executive summary and web-based links to allow for easier navigation of the information in the plan and supporting documents.
259	RTP General comment	Dula	Mariah	Northeast Coalition of Neighborhoods	8/8/2018	Letter	Recommendation to include measures in the RTP to mitigate the diversion of automobile traffic into neighborhoods. "While we applaud the proposal to extend a light rail along MLK providing greater access to public transportation for northeast residents, we are deeply concerned that the reduction of lanes will simply divert automobile traffic onto residential side streets. As noted in the plan, even with the significant investment in bike, pedestrian and public transit infrastructure, automobile traffic is projected to increase. Increased traffic through residential neighborhoods impacts quality of life for residents and safety when automobiles use residential streets at inappropriate speeds."	Comment noted. No change proposed. Mitigation strategies to address traffic diversion of automobile traffic into neighborhoods are typically addressed as a project goes through more detailing planning and project development.
260	General comment	Robertson	Dave	Portland Business Alliance	8/13/2018	Letter	General comment that the 2018 RTP presents a sound strategy to accommodate growth and that the safety, equity, transit, freight and emerging technology strategies will help contribute to an effective multimodal transportation system.	Comment noted. No change proposed.
261	General comment	Ransom	Matt	Southwest Washington Regional Transportation Council	8/13/2018	Letter	General comment on appreciation for safety, transit, freight and technology strategies in support of 2018 RTP. Also acknowledgement that RTC will continue to be committed to implementing a coordinated approach with Metro on bi-state transportation projects and other areas of mutual interest.	Comment noted. No change proposed.
262	General comment	Katz	Marissa	Community member	8/13/2018	Email	General support of increased emphasis on addressing climate change and congestion. General recommendations to better address: interconnected bike paths, greater MAX frequency, dog-friendly max cars and better roadway traffic enforcement.	Comment noted. No change proposed.
263	General comment	Van Dyke	Martha	Community member	8/14/2018	Email	General comment in support of congestion pricing and opposing highway expansion.	Comment noted. No change proposed.

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ITEMS FOR CONSIDERATION - Comments on draft 2018 Regional Transportation Plan								
#	Chapter or Appendix	Last name	First name	Affiliation	Date	Method	Proposed change identified in comment (changes shown in strikeout and <u>underscore</u>)	Staff recommendation (changes shown in strikeout and <u>underscore</u>)
264	General comment	Brashear	Dwight	SMART	8/17/2018	Letter	General comment in support of the 2018 Regional Transportation Plan language and projects, particularly the Regional Transit Network vision.	Comment noted. No change proposed.
265	General comment	Borrego	Jeremy	Federal Transit Administration	8/21/2018	Consultation meeting	Commend the RTP, the equity analysis and the engagement of community members in the equity work throughout the process. As plan is finalized, look for opportunities to make the documents more user-friendly and accessible to the public, such as embedding hyperlinks to navigate between chapters and appendices, standardizing maps, etc.	Comment noted. As noted previously, the comprehensiveness and complexity of the RTP presents significant challenges to the document's user-friendliness. Staff prepared less technical materials throughout the RTP update that aimed to be more user-friendly. The final published plan will include an executive summary and web-based links to allow for easier navigation of the information in the plan and supporting documents.

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#	Project #	Last name	First name	Affiliation	Date	Method	Proposed change identified in comment (changes shown in strikeout and <u>underscore</u>)	Staff recommendation (changes shown in strikeout and <u>underscore</u>)
266	MTIP #70977	Fischer	Ed	Community member	4/5/2018	Email	Amend the project's scope of work to include examining widening the replacement bridge to accommodate a southbound I-5 on-ramp and acceleration lane. "...close the I-5 SB on-ramp at Capitol Highway and replace it with a new southbound on-ramp beginning at the intersection of Barbur with SW 24th avenue."	This comment has been forwarded to ODOT for consideration.
267	RTP #10461	Krueger	Penny	Community member	7/3/2018	Email	Amend the project list to include project #10461 in the Financially Constrained Projects 2018-2027 list. "Towle Road between Butler and Binford Lake is a safety hazard for bikers and walkers."	This comment has been forwarded to the city Gresham for consideration.
268	Not currently a project	Farkas	Susan	Community member	7/5/2018	Email	Amend the project lists to include more parking to Sunset transit station, more local connections between Portland and Beaverton and sidewalks on NW Filbert.	This comment has been forwarded to TriMet and the City of Portland staff for consideration.
269	RTP #11819			SE Uplift Neighborhood Coalition	7/11/2018	Letter	Amend the Financially Constrained (2018-2027) project list to include the Reedway Overpass project (#11819) Also requested to include project in 2020 Metro transportation bond. "The Reedway over crossing has been declared the highest transportation priority by all five nearby neighborhoods including: Sellwood-Moreland, Brooklyn, Reed, Eastmoreland and Woodstock."	Amend as requested. This recommendation has been coordinated with the City of Portland.
270	RTP #11844			SE Uplift Neighborhood Coalition	7/11/2018	Letter	Amend the project list to include a ODOT-submitted major, multi-modal project for 82nd Avenue in the first ten years of the plan. "In order to facilitate a transformation of this archaic auto-centric highway to a fully multi-modal main street...a major project [on 82nd Avenue] must be included in the near term Regional Transportation Plan."	This comment has been forwarded to ODOT for consideration.

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271	Not currently a project	Granum	Patricia	Co-Operations, Inc.	7/17/2018	Email	Expressing support for bringing ferry system to metro Portland. "Realizing the daily challenges already imposed on commuters with weather, traffic wrecks, bridges, etc. - this non intrusive method of transport seems like significant improvement."	Amend Section 3.6.4 to add a call out box describing private efforts to study the potential for passenger ferry service. Amend Section 8.2.3 to add a new study of the potential for passenger ferry service.
272	Not currently a project	Harder	Cindy and Steve	Community member	7/17/2018	Email	Amend the project lists to include a project establishing ferry service between Portland and Vancouver "Given the growth of the area and lack of ability to upgrade the road system it seems a logical addition to our current and future transportation needs at a price point far less than light rail or acquiring land necessary for freeway widening."	Amend Section 3.6.4 to add a call out box describing private efforts to study the potential for passenger ferry service. Amend Section 8.2.3 to add a new study of the potential for passenger ferry service.
273	Not currently a project	Wilcox	Peter	Community member	7/18/2018	Email	Expressing support for the Frog Ferry concept. "I want to express my strongest support and endorsement of the Frog Ferry regional foot (passenger only) ferry concept."	Amend Section 3.6.4 to add a call out box describing private efforts to study the potential for passenger ferry service. Amend Section 8.2.3 to add a new study of the potential for passenger ferry service.
274	Not currently a project	LaBar	Janet	Greater Portland Inc.	7/19/2018	Letter	No specific request - offering support for the Frog Ferry project. "This innovative transportation option will harness our region's rivers, alleviate congestion and cut down on commute times, making it attractive to prospective companies and investors."	Amend Section 3.6.4 to add a call out box describing private efforts to study the potential for passenger ferry service. Amend Section 8.2.3 to add a new study of the potential for passenger ferry service.
275	Not currently a project	Tortorici	John	Community member	7/19/2018	Letter	Expressing support for Frog Ferry concept "I hope, on behalf of your constituents, you will take an active role in partnering with Frog Ferry to make our community a better place to live and work by improving the available transit options."	Amend Section 3.6.4 to add a call out box describing private efforts to study the potential for passenger ferry service. Amend Section 8.2.3 to add a new study of the potential for passenger ferry service.

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276	Not currently a project	Bates	Alan	Reach Now	7/19/2018	Letter	Request to City of Portland to support funding in upcoming budget to perform a feasibility and operations plan for passenger ferry service. "Car sharing can help mitigate <i>some</i> congestion, but Portland desperately needs improved transportation infrastructure and more non-SOV options to support our growing population and mitigate gridlock."	Amend Section 3.6.4 to add a call out box describing private efforts to study the potential for passenger ferry service. Amend Section 8.2.3 to add a new study of the potential for passenger ferry service.
277	Not currently a project	Weston	Linda	Rapporto, LLC	7/19/2018	Letter	Amend the project lists to include a project establishing ferry service between Portland and Vancouver "As you consider the regional transportation plan, I urge you to give serious consideration to including the development of a ferry system, both across the Columbia between Portland and Vancouver, and across the Willamette at various points between the East and West sides."	Amend Section 3.6.4 to add a call out box describing private efforts to study the potential for passenger ferry service. Amend Section 8.2.3 to add a new study of the potential for passenger ferry service.
278	Not currently a project	Markstaller	Matthew	Daimler Trucks North America	7/19/2018	Letter	No specific request - expressing support to explore feasibility of passenger water ferry service from Vancouver through Portland "We look forward to the results of your study and hope it may lead to a viable water ferry service serving the Portland Metro area."	Amend Section 3.6.4 to add a call out box describing private efforts to study the potential for passenger ferry service. Amend Section 8.2.3 to add a new study of the potential for passenger ferry service.
279	Not currently a project	Malsin	Brad	CEIC	7/19/2018	Letter	Expressing support for feasibility study of Frog Ferry project "The 2035 ferry study needs to be conducted, and operator selected and test runs conducted."	Amend Section 3.6.4 to add a call out box describing private efforts to study the potential for passenger ferry service. Amend Section 8.2.3 to add a new study of the potential for passenger ferry service.
280	Not currently a project	Robinhold	Curtis	Port of Portland	7/19/2018	Letter	Expressing support for the Frog Ferry initiative as a public-private partnership "I applaud your efforts to spearhead the establishment of a passenger ferry system for the Portland metropolitan area."	Amend Section 3.6.4 to add a call out box describing private efforts to study the potential for passenger ferry service. Amend Section 8.2.3 to add a new study of the potential for passenger ferry service.

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281	Not currently a project	Miller	Jeff	Travel Portland	7/19/2018	Letter	Expressing support for the Frog Ferry initiative "The Frog Ferry proposal for a Portland-Vancouver passenger water taxi service is that type of innovative initiative that seeks to mitigate congestion while also offering an appealing alternative way to experience the region."	Amend Section 3.6.4 to add a call out box describing private efforts to study the potential for passenger ferry service. Amend Section 8.2.3 to add a new study of the potential for passenger ferry service.
282	Not currently a project	Hering	J. Clayton	Community member	7/19/2018	Email	Amend the project lists to include a project establishing ferry service between Portland and Vancouver "I have long been a supporter of the utilization of our waterways as an opportunity to transport people to and from downtown Portland...this is a project Metro ought to get behind"	Amend Section 3.6.4 to add a call out box describing private efforts to study the potential for passenger ferry service. Amend Section 8.2.3 to add a new study of the potential for passenger ferry service.
283	Not currently a project	Foti	Frank	Vigor	7/19/2018	Letter	Expressing support for the Frog Ferry initiative; Vigor is a maritime manufacturer and builds ferries for West Coast cities and SE Alaska "We would like to be part of this solution and are especially interested in bringing the most sustainable practices to the Frog Ferry operations."	Amend Section 3.6.4 to add a call out box describing private efforts to study the potential for passenger ferry service. Amend Section 8.2.3 to add a new study of the potential for passenger ferry service.
284	Not currently a project	McIntyre	Capt. Anne	Community member	7/19/2018	Letter	Requesting the City of Portland include \$350,000 in upcoming budget cycle to perform feasibility and operations plan for passenger ferry service "It is time for us to consider new solutions and take a deep look at including passenger ferry service as a part of the City's transportation plan."	Amend Section 3.6.4 to add a call out box describing private efforts to study the potential for passenger ferry service. Amend Section 8.2.3 to add a new study of the potential for passenger ferry service.
285	Not currently a project	Wax	Ellen	Working Waterfront Coalition	7/19/2018	Letter	Expressing support for the Frog Ferry initiative; WWC is organization concerned about economy and environment on the Portland harbor "As a city that was founded on the benefits of being located along a river, we encourage looking for ways to enhance and embrace the river as a remarkable local resource."	Amend Section 3.6.4 to add a call out box describing private efforts to study the potential for passenger ferry service. Amend Section 8.2.3 to add a new study of the potential for passenger ferry service.

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286	Not currently a project	Wheeler	Ted	City of Portland	7/19/2018	Letter	Expressing support for Frog Ferry feasibility study "I support your next step to create a two-year feasibility study...which would articulate the operational requirements, costs, passenger research, public-private partnership construct and vessel specification."	Amend Section 3.6.4 to add a call out box describing private efforts to study the potential for passenger ferry service. Amend Section 8.2.3 to add a new study of the potential for passenger ferry service.
287	Not currently a project	Davidson	Todd	Travel Oregon	7/19/2018	Letter	Expressing support for the Frog Ferry initiative "The Frog Ferry proposal for a Portland-Vancouver passenger water taxi would provide an attraction to promote the state on a larger scale and provide an alternative transportation option."	Amend Section 3.6.4 to add a call out box describing private efforts to study the potential for passenger ferry service. Amend Section 8.2.3 to add a new study of the potential for passenger ferry service.
288	Not currently a project	South	Scott	Stevens Water Monitoring Systems, Inc.	7/19/2018	Email	Expressing support of a passenger ferry system on the Willamette and Columbia Rivers "I strongly support Metro's consideration in advancing a plan and execution of a Portland/Vancouver river passenger ferry system as a viable transportation option and more."	Amend Section 3.6.4 to add a call out box describing private efforts to study the potential for passenger ferry service. Amend Section 8.2.3 to add a new study of the potential for passenger ferry service.

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289	RTP #11353	Sallinger	Bob	Audubon Society of Portland, Bev Drott, Urban Greenspaces Institute, Micah Meskel, Tim Helzer, Jeff Geilsen and 135 community supporters	7/31/2018 and other dates	Letters, emails and 8/2 public hearing	Remove project #11353 (West Hayden Island Rail Access) and project #11354 (West Hayden Island Rail Yard) from 2018 RTP constrained and strategic lists and Regional Freight Strategy "The City of Portland Comprehensive Plan update, adopted in 2016, does <u>not</u> include development of a Port terminal on West Hayden Island in its inventory of lands necessary to meet industrial land demand."	Move project from RTP constrained list to RTP strategic list for the 2028-2040 time period. 2 – RTP Projects #11353 and #11354 (West Hayden Island Rail Projects) were adopted in the Port of Portland's transportation plan earlier this year (on the year 20 unconstrained list). The plan was adopted through a public process as required by the RTP. 3 – Both projects were submitted to the constrained list of projects in error. They should have been included in the unconstrained "Strategic" list. 4 – Port staff have explained they have no immediate plans to develop West Hayden Island, but it remains in their marine reserves. Port staff also confirmed their understanding is the same as the city of Portland's as it relates to the 2016 Economic Opportunity Analysis mid-range cargo forecast and the ability to meet needs within the existing supply over the next 20 years (through 2035). 5 – The draft 2018 urban growth report counts about 300 acres of West Hayden Island as industrial land supply. The UGR does not, however, specify that it is for a particular kind of industrial employment. This recommendation was developed in coordination with and is supported by Port of Portland staff.
290	RTP #11176	Sallinger	Bob	Audubon Society of Portland, Bev Drott, Urban Greenspaces Institute and 135 community supporters	7/31/2018 and other dates	Letters, emails and 8/2 public hearing	Eliminate project #11176 (I-5/Rose Quarter expansion project) from 2018 RTP constrained and strategic lists and Regional Freight Strategy "We believe that expansion of I-5 will be ineffective in terms of addressing congestion, is entirely at odds with Metro's Climate Smart Agenda, will increase pollution in local neighborhoods and will divert critical financial resources away from higher priority projects such as addressing road related safety issues in East Portland "	No change recommended. This project has been identified as a priority by the Oregon Legislature and has committed funding through HB 2017. No change recommended. The project design is consistent with RTP policy for the planned function and capacity of a throughway and includes transit and active transportation design elements identified through the project planning process.

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291	Did not specify	Fitzgerald	Marianne	Community member	8/1/2018	Email	<p>Add additional walking and biking projects close to station areas in SW Portland</p> <p>"The RTP project list does not include enough projects to support walking and biking to the station areas...most of the streets in SW Portland need BOTH pedestrian and bicycle facilities to access the transit stations. A few examples include SW 30th (PBOT TSP 90100), SW Capitol Hill Road (PBOT TSP 90002,), West Portland Town Center (PBOT TSP 90069), inner and outer Barbur (90016, 90017) and SW Pomona (TSP 90011)."</p>	<p>Amend the RTP Constrained list to include Portland TSP 90100 (SW 30th project) as a 1-10 year project that costs \$2.8 million as new RTP ID#12091.</p> <p>Other project list changes are not needed for these reasons:</p> <ul style="list-style-type: none"> - RTP project 11564 includes several station access projects considered by the Southwest Corridor project, including TSP #90002. - The City of Portland considers Inner and Outer Barbur in the TSP to be implemented with the reconstruction of Barbur with Southwest Corridor light rail project. - The Southwest Corridor light rail LPA assumes the viaducts will be replaced by new structures with bicycle and pedestrian facilities. The project will also consider including walk and bike access to the Barbur Transit Center, addressed through RTP project 10287. - The SW Pomona project (Portland TSP 90011) is already on the RTP project list as RTP 11825. - Portland TSP 90069 is in the RTP as West Portland Connected Centers Project (RTP 10287). <p>This recommendation has been coordinated with and is supported by the City of Portland staff.</p>
292	Did not specify	Fitzgerald	Marianne	Community member	8/1/2018	Email	<p>Request to keep PBOT TSP projects 90016 and 90017 in the RTP.</p> <p>"These key locations [on Barbur] desperately need walking and bicycling facilities and there is little in the RTP (other than RTP 10287) to make it safer to access light rail transit throughout SW Portland."</p>	<p>Comment noted; no change needed. This comment has been forwarded to the city of Portland for consideration.</p>
293	RTP #10284	Fitzgerald	Marianne	Community member	8/1/2018	Email	<p>Request for additional safety measures and jurisdictional coordination for project 10284</p> <p>"Since the Taylors Ferry Road Project 10284 is key to accessing the existing Barbur Transit Center and SWC light rail on Barbur, it is imperative that this project be designed to much more safely allow people to walk and bike to transit, shops and services in the West Portland Crossroads Town Center..."</p>	<p>This comment has been forwarded to the city of Portland for consideration as project moves toward implementation.</p>

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294	RTP #10189	Fitzgerald	Marianne	Community member	8/1/2018	Email	"We are extremely grateful that PBOT is moving forward with design and construction of Project 10189 from Multnomah Village to West Portland."	Comment noted; no change needed. This comment has been forwarded to the city of Portland for consideration.
295	RTP #11564	Fitzgerald	Marianne	Community member	8/1/2018	Email	Recommend building the SW 26th Ave. project first from the bundle of projects considered "Project 11564". "Southwest Neighborhoods, Inc. sent a letter to PBOT on November 15, 2017 asking that the SW 26th project be done well to serve the needs of all vulnerable road users before the other projects are funded, and recommended the order in which these projects be constructed. This is one example where the SWC Station Access Projects must support access to transit in the SW Corridor."	This comment has been forwarded to the city of Portland for consideration.
296	Not currently a project	McFadden	Robert	Community member	8/1/2018	Email	Request to add a project to the RTP that provides safe pedestrian and bicycle access from SW Marcile Lane through the intersection of SW Kemmer and SW 170th down to SW 175th and SW High Hill Lane.	This comment has been forwarded to the city of Beaverton for consideration.
297	Not currently a project	Swaren	Ron	Community member	8/2/2018	8/2 public hearing	Request to include a Western Arterial Highway as a future study in the RTP that also includes high capacity transit on Columbia Boulevard to provide an express route to Portland International airport.	No change recommended. Section 8.2.4.6 identifies a corridor refinement planning effort for regional mobility corridors connecting Hillsboro to Portland. This work will look at a variety of potential solutions, including new and improved road, transit and active transportation connections to address current and future growth in travel.
298	Transit service	Schlosshauer	Kari	Safe Routes to School National Partnership	8/3/2018	Letter	Recommendation to expand transit capital and operations to meet or exceed service levels adopted in the Climate Smary Strategy." "...including significant and early support for "enhanced transit" to ensure additional service will not get stuck in existing roadway congestion."	No change needed. The draft 2018 RTP transit service investment exceeds the service levels adopted in the Climate Smart Strategy by 100 hours.

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299	Not currently a project	Axelrod	Russ	West Linn Mayor and Chair of Willamette Falls Locks Commission, on behalf of the WFLC	8/6/2018	Letter	Add the Willamette Falls Locks project to the 2018 RTP strategic list. As documented in the January 2018 Economic Benefits Report, completed by ECONorthwest, reopening the Locks will bring significant economic and transportation benefits to the entire region. The quantified benefits from tourism, recreation and commercial business uses outweigh the costs of repair and reopening over a 30-year horizon. Transportation benefits alone are estimated to be a minimum of \$12 million to \$49 million over that time period, including commodity movement efficiencies from shifting aggregate movements from truck to barge, and would help reduce congestion on the I-205 and Highway 99W corridors. The mode shift would also reduce greenhouse gases and air pollutants. Additionally, with proposed seismic upgrades, the Locks would provide alternative transportation routes in the event of a large scale seismic event, allowing goods to move north and south along the entire Willamette River.	Amend this project into the RTP constrained list as a new freight project for the 2028-2040 time period, RTP #12090. This recommendation has been developed in coordination with and is supported by Clackamas County staff.
300	Not currently a project	Lindekugel	Annie	DePaul Industries	8/7/2018	Email	<p>Recommending additional transit hours for buses around the region.</p> <p>"Marine Drive to Kelly Point Park - there isn't off hour, early morning or weekend transportation at this location.</p> <p>Century Blvd Hillsboro OR - there isn't a bus at all for early morning and 3rd shift</p> <p>Tualatin - Herman Road and Tualatin Sherwood Road - there isn't an early morning 6am stop."</p>	No change recommended. This comment has been forwarded to TriMet, the agency responsible for developing and implementing specific routes, service hours and stop locations. The RTP and the RTS identifies future transit service improvements but does not identify specific elements of those service improvements. TriMet has been working with riders, residents, neighborhood groups, governments, schools and business to develop a future long-term vision to improve transit service through their Future of Transit Service Enhancement Plans. This plan cannot be built all at once but provides a basis for each new annual service plan. Additionally, as our communities change, each annual service plan allows for flexibility of implementing the transit vision.
301	Not currently a project	Jamtgaard	Ron	Community member	8/8/2018	Email	Recommend addition of a major project connecting Hillsboro and Interstate 5.	No change recommended. A corridor refinement plan has been recommended to evaluation potential multi-modal transportation solutions between Hillsboro and the City of Portland.

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302	RTP #12028	Parker	Terry	Community member	8/9/2018	Email	Request to not remove motor vehicle capacity or parking as part of the NE Sandy Blvd Enhanced Transit project.	No change recommended. This comment has been forwarded to City of Portland and TriMet for consideration. The RTP and RTS identify future Enhanced Transit Projects but does not identify specific elements of those projects. No decisions have been made on specific project elements associated with any future projects, including Sandy Boulevard. More planning work still needs to occur. Any changes to the parking or lane utilization will be evaluated to identify impacts and benefits and shared with the community before any action is taken.
303	RTP #10180	Parker	Terry	Community member	8/9/2018	Email	Request to not remove motor vehicle capacity or parking, not add bike lanes and not narrow lane widths as part of the Sandy Blvd. Corridor Safety Improvements project. Additionally, recommendation to add more crosswalks with flashing beacons.	This comment has been forwarded to City of Portland consideration. The RTP identifies future projects but does not identify specific elements of those projects. No decisions have been made on specific project elements associated with any future projects. More planning work still needs to occur. Any changes to the parking or lane utilization will be evaluated to identify impacts and benefits and shared with the community before any action is taken.
304	RTP #11320	Parker	Terry	Community member	8/10/2018	Email	Request to add \$250,000 to the 60th MAX Station Area Improvements project to add pedestrian scale street lights at intersections with new sidewalks on 60th Avenue between Halsey and MAX station. Additionally, request to add left turn signal westbound on Halsey to southbound on 60th Ave. and that lane widths be no less than 11 feet wide	This comment has been forwarded to the city of Portland for consideration.
305	RTP #10316	Parker	Terry	Community member	8/10/2018	Email	Recommendation to remove, realign or modify guardrail that extends from southwest corner of 68th and Halsey intersection to southeast corner of the freeway overpass as part of Halsey Street Bridge Seismic Retrofit. "The existing guard rail obstructs sight lines for cars turning left from 68th onto westbound Halsey. Drivers turning left from 68th must pull onto Halsey past the curb corners to see on coming eastbound traffic."	This comment has been forwarded to the city of Portland for consideration.

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306	RTP #10320	Parker	Terry	Community member	8/10/2018	Email	Request to remove proposed two-way bike lane on south side of Halsey/82nd overpass and roundabout at 80th from the RTP altogether, as part of NE Halsey Safety and Access to Transit project. "Instead of bypassing the 82nd Avenue max station, an option that routes bikes across I-84 on 82nd Avenue - connecting with max and crossing 82nd at the Jonesmore signal which connects to Halsey at about 84th - should be considered."	This comment has been forwarded to the city of Portland for consideration.
307	RTP #10320	Parker	Terry	Community member	8/10/2018	Email	Recommendation to construct a two-way multi-use path between 67th and 80th on the north side of Halsey, as part of the NE Halsey Safety and Access to Transit project. "Since the streets that cross Halsey between 68th and 80th are all offset with no direct crossing; and with the exception of 74th that has an overpass over I-84, the cross streets on the North side of Halsey are only one block long thereby carrying very little traffic compared to the streets on south side of Halsey."	This comment has been forwarded to the city of Portland for consideration.
308	RTP #10320	Parker	Terry	Community member	8/10/2018	Email	Request to retain on-street parking west of 67th on Halsey and not add bike lanes, as part of the NE Halsey Safety and Access to Transit project.	This comment has been forwarded to the city of Portland for consideration.
309	Did not specify	Parker	Terry	Community member	8/10/2018	Email	Request to redirect all funding for alternative mode infrastructure to the Rose Quarter I-5 improvements project	No change recommended. Many of the funds identified for the 2018 RTP are obligated for specific projects or specific types of projects, such as transit and active transportation, and Metro cannot redirect these funds.

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310	RTP Projects General comment	Liden	Keith	Community member	8/12/2018	Email	Request to direct more funding projects to bicycle and pedestrian projects "I definitely support transit investment, but frankly it hasn't offered the same return as bicycle infrastructure. The region needs to invest much more in bicycling and walking, which has proven to be very cost-effective."	No change recommended. It should be noted that nearly 60 percent of the road and bridge projects complete gaps in sidewalks and bike facilities. Many of the funds identified for the 2018 RTP are obligated for specific projects or specific types of projects, such as highways or public transportation, and Metro cannot redirect these funds. As part of the refinement of the draft RTP project list, Metro recommended prioritizing completion of biking and walking network gaps in the near term. While active transportation has limited dedicated funding sources, cities and counties identified active transportation projects in excess of the dedicated active transportation funds. In several instances, the majority of a city's funding budget is allocated for planned active transportation projects (including Portland, Tigard, West Linn and Milwaukie). The region will continue to seek more dedicated funding for active transportation projects.
311	RTP Projects General comment	Liden	Keith	Community member	8/12/2018	Email	Suggestion to shift \$2-4 billion of investment from other categories into walking and bicycling projects.	No change recommended. It should be noted that nearly 60 percent of the road and bridge projects complete gaps in sidewalks and bike facilities. Many of the funds identified for the 2018 RTP are obligated for specific projects or specific types of projects, such as highways or public transportation. Metro does not have authority to redirect funds. Cities and counties identify projects for the RTP which will implement regional policies and achieve regional and local goals. As noted in Chapter 5, the greater Portland region is falling behind in making the investments needed to achieve regional goals because of funding constraints. The project lists reflect the funding constraints and the lack of dedicated funding for active transportation projects. The region will continue to seek more dedicated funding for active transportation projects.

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312	RTP Projects General comment	Labbe	Ted	Urban Greenspaces Institute	8/21/2018	Letter	"Too many funds are being devoted to highway projects and road widening and insufficient investment in transit, biking/walking and transportation demand management."	No change recommended. It should be noted that nearly 60 percent of the road and bridge projects complete gaps in sidewalks and bike facilities. Many of the funds identified for the 2018 RTP are obligated for specific projects or specific types of projects, such as highways or public transportation. Metro does not have authority to redirect funds. Cities and counties identify projects for the RTP which will implement regional policies and achieve regional and local goals. As noted in Chapter 5, the greater Portland region is falling behind in making the investments needed to achieve regional goals because of funding constraints. The project lists reflect the funding constraints and the lack of dedicated funding for active transportation projects. The region will continue to seek more dedicated funding for transit and active transportation projects.
313	General comment	RTP Projects General comment	Ted	Urban Greenspaces Institute	8/21/2018	Letter	"Most of the constrained projects are located at the periphery of the region. Too much road development/widening, particularly in areas that are on the outskirts of the region can facilitate land development where it is least appropriate from a growth management perspective. At the very least, many of these projects should be moved from the constrained project list to the strategic project list to allow more safety, active transportation and transit projects to be included in the constrained project list."	No change recommended. As noted previously, nearly 60 percent of the road and bridge projects complete gaps in sidewalks and bike facilities. Many of the funds identified for the 2018 RTP are obligated for specific projects or specific types of projects, such as highways, roads or public transportation. Metro does not have authority to redirect funds. Cities and counties identify projects for the RTP which will implement regional policies and achieve regional and local goals. Many of the projects in the "outskirts" of the region address expected growth and development in designated centers, downtowns, corridors served by transit and industrial and employment centers. As noted in Chapter 5, the greater Portland region is falling behind in making the investments needed to achieve regional goals because of funding constraints. The project lists reflect the funding constraints and the lack of dedicated funding for active transportation projects. The region will continue to seek more dedicated funding for safety, transit and active transportation projects.
314	Not currently a project	Lewis	John	City of Oregon City	8/10/2018	Letter	Request to add the Willamette Falls Legacy Project internal roadways to the 2018-27 financially constrained project list.	Amend as requested as new project #12089. This recommendation has been coordinated with and is supported by Clackamas County staff.

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315	RTP #11816	Dublinski-Milton	Terry and Krystofer	Community member	8/13/2018	Email	Request to consider adding combined bus and bike lane on Burnside from 41st to 69th to East Burnside Improvements projects.	This comment has been forwarded to the city of Portland for consideration.
316	RTP #11320	Dublinski-Milton	Terry and Krystofer	Community member	8/13/2018	Email	Request to add bikeway access to the 60th MAX station improvements project.	This comment has been forwarded to the city of Portland for consideration.
317	RTP #11821	Dublinski-Milton	Terry and Krystofer	Community member	8/13/2018	Email	Stated that the six neighborhoods along its route, along with SE Uplift neighborhood coalition, all support this project.	Comment noted; no change requested.
318	RTP #11819	Dublinski-Milton	Terry and Krystofer	Community member	8/13/2018	Email	Request to move this project from the 2028-2040 list to the 2018-2028 list. "It is the biggest connectivity issue in inner SE, and considering the lack of projects in that region is an equity issue."	Amend as requested. This recommendation has been coordinated with and is supported by city of Portland staff.
319	Not currently a project	Dublinski-Milton	Terry and Krystofer	Community member	8/13/2018	Email	Request to include a project for a bike bridge, that can be used by emergency vehicles in a crisis, from the Gibbs street overpass in the South Waterfront to the Springwater in Brooklyn	This comment has been forwarded to the city of Portland for consideration.
320	Several projects	Dublinski-Milton	Terry and Krystofer	Community member	8/13/2018	Email	Does not support any highway expansion, aside from the Rose Quarter expansion, until the following criteria are met: 1. Entire limited access highway system has congestion pricing (I-5, I-205, I-84, OR 217, maybe US 26, OR 224) 2. All high crash corridors have had safety improvements within all Portland neighborhood corridors being reduced to one lane of travel in each direction 3. Each expansion is coupled with multi-use path improvements that parallel the roadway completion	No change recommended. Generally, the RTP sets broad policy outcomes which guide funding criteria and decisions. 1) Oregon House Bill 2017 directs the Oregon Transportation Commission to develop a proposal for congestion pricing on I-5 and I-205. ODOT is currently conducting a feasibility analysis to determine how congestion pricing could help ease congestion. The analysis will be used to develop the proposal. If the Federal Highway Administration approves the proposal, the Oregon Transportation Commission is required to implement the proposal. 2) Improving all high injury corridors is a top priority of the RTP. 3) ORS 366.514, commonly known as "the Bike Bill" requires the inclusion of facilities for pedestrians and bicyclists wherever a road, street or highway is being constructed or reconstructed and applies to the ODOT as well as Oregon cities and counties. So, technically, expansion of any highway facility would require adding bicycle and pedestrian facilities, often in the form of a parallel multi-use path (that is how the I-205 and I-84 MUPs were constructed).

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321	RTP #11937	Dublinski-Milton	Terry and Krystofer	Community member	8/13/2018	Email	Suggestion to coordinate the Orange Line expansion project with the Willamette Falls project, as well as completing regional bikeway system connections to Willamette Falls.	Comment noted. This comment has been forwarded to TriMet, Oregon City and Clackamas County staff for consideration as the projects move forward to more detailed project development.
322	RTP #10893	Dublinski-Milton	Terry and Krystofer	Community member	8/13/2018	Email	Recommendation to redesign the Columbia River Crossing project starting from the original proposal with, among other things, road reconfigurations, seismic upgrades and other bikeways and pedestrian improvements.	This comment has been forwarded to TriMet, ODOT and City of Portland staff for consideration. The locally preferred alternative adopted by JPACT and the Metro Council will be the starting point for any future updates to this project.
323	Not currently a project	Dublinski-Milton	Terry and Krystofer	Community member	8/13/2018	Email	Recommendation to build a light rail line that travels from the WES in Beaverton, bypasses downtown on to Powell Blvd, and then continues to Happy Valley.	No change recommended. A new potential high capacity transit connection has been identified between the southern terminus of the Southwest corridor project to the Clackamas regional center and from downtown Portland to I-205 via Powell Boulevard. The actual mode would be determined through more detailed planning.
324	Not currently a project	Dublinski-Milton	Terry and Krystofer	Community member	8/13/2018	Email	Request to deconstruct/remove the Eastbank Highway and the Marquam Bridge. "...the metro region should investigate remodeling 405 and making it the new I5, increasing its capacity and...then remove all of the eastside from I84 to the SW interchange between I5 and 405."	No change recommended. This comment has been forwarded to ODOT for consideration.
325	RTP #11821	Dublinski-Milton	Terry	SE Uplift Neighborhood Coalition	8/13/2018	Letter	Submitted letter in support of project 11821, the 60s Bikeway.	Comment noted. No change recommended.
326	RTP #11376	Valencia	Joanna	Multnomah County	8/13/2018	Letter	Recommendation to move the Earthquake Ready Burnside Bridge Design and Right of Way phase (project 11376) from the Financially Constrained 2028-2040 list to the Financially Constrained 2018-2027 list.	Amend as requested.
327	RTP #11300	Valencia	Joanna	Multnomah County	8/13/2018	Letter	Recommendation to update project description to: "improve arterial corridor operations by expanding traveler information and upgrading traffic signal equipment and timings, and making intersection improvements to lanes. Includes the ACM project with signal systems that automatically adapt to current arterial roadway conditions."	Amend as requested.

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328	Not currently a project	Charles	John	Cascade Policy Institute	8/13/2018	Email	Recommendation to remove the Columbia River Crossing project from the RTP and include two new projects, both Columbia River bridges: one downstream of I-5, that would allow Wash Co. residents to cross the Columbia without having to go downtown to I-405; and a new bridge to <u>Vancouver east of I-205</u> .	No change recommended. The locally preferred alternative adopted by JPACT and the Metro Council will be the starting point for any future updates to the Columbia River Crossing project. Other crossings identified in the comment have not been studied through a <u>public process</u> .
329	Not currently a project	Charles	John	Cascade Policy Institute	8/13/2018	Email	Recommendation to include highway plans for the Westside Bypass and the Sunrise Highway in the RTP.	No change recommended. The RTP includes remaining arterial, transit, highway and interchange capacity projects consistent with the adopted Western Bypass Study recommendations (Metro Resolution No. 97-2497) and OR 217 study recommendations (Metro Resolution No. 06-3658). Future phases of the adopted Sunrise Highway locally preferred alternative are also included in the RTP (#11301 and #12020).
330	RTP #11176	Charles	John	Cascade Policy Institute	8/13/2018	Email	Recommendation to include the Marquam Bridge to I-84 stretch in the I-5/Rose Quarter project.	No change recommended. This comment has been forwarded to ODOT for consideration.
331	Did not specify	Dula	Mariah	Northeast Coalition of Neighborhoods	8/8/2018	Letter	Request that \$2 million designated for safety improvements from Lombard to Hancock be extended to the Williams and Vancouver corridor. "Presently, there are four high injury intersections along the MLK, Williams and Vancouver streets as identified on the 2018 Metro safety map...the RTP has a combined \$95 million in planned transit projects for this corridor over the next 22 years, yet according to planning documents these projects provide 'no safety benefit'."	This comment has been forwarded to the city of Portland for consideration.
332	RTP #11176	Steeves Aaron	Marshall Brown	Community members	8/16/2018 8/2/18	Email 8/2 public hearing	Request to not fund the I-5 Rose Quarter expansion project and to use funding to build reliable and efficient transit options between the City of Portland and other adjacent jurisdictions.	No change recommended. This project has been identified as a priority by the Oregon Legislature and has committed funding through HB 2017. The project design is consistent with RTP policy for the planned function and capacity of a throughway and includes transit and active transportation design elements identified through the project planning process.

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ITEMS FOR CONSIDERATION - Comments on draft 2018 Regional Transportation Plan								
#	Chapter or Appendix	Last name	First name	Affiliation	Date	Method	Proposed change identified in comment (changes shown in strikeout and <u>underscore</u>)	Staff recommendation (changes shown in strikeout and <u>underscore</u>)
333	RTP #11587	Caster	James	Community member	7/4/2018	Email	Expressing opposition to the SW Corridor light rail project, specifically that the project will displace businesses and homes. In lieu of light rail, advocating for expanded bus service with dedicated lanes, noting that it would be cheaper and would not displace homes or businesses.	<p>No change recommended. The Southwest Corridor light rail is projected to carry 43,000 weekday riders in 2035. Bus Rapid Transit (BRT) was studied as part of the Southwest Corridor planning process, but due to the smaller vehicle capacities compared to light rail, buses would need to run too often during peak demand to be granted signal priority along SW Barbur Boulevard without impacting traffic. The high service frequencies would also impact transit mall operations. Larger-capacity light rail vehicles can run less frequently and so would not have those issues.</p> <p>Introducing dedicated bus lanes on Highway 99W (SW Barbur Boulevard) would either require converting through traffic lanes to transit use, which the light rail project will not do in order to avoid traffic impacts, or require displacing homes and businesses.</p> <p>People are projected to access the Southwest Corridor light rail by walking/biking (59%), transferring from buses (26%), or by park and ride (15%). Today, the Blue line carries over 55,000 weekday riders with about 5,000 park and ride spaces, many of which are used by Red line and various bus line riders.</p>
334	RTP #10766	Faha	Lori	City of Tigard	8/20/2018	Letter	<p>Project is in the constrained list. Request to separate RTP project #10766: Regional Trail Gap Closure: Multiple Sections on Fanno, Washington Square Loop, and Westside Trails into two separate projects:</p> <p>1) RTP Project ID 10766: Regional Trail Gap Closure: Multiple Sections on Fanno, Washington Square Loop, and Westside Trails, with an estimated project cost of \$3 million dollars, and</p> <p>2) New RTP Project ID: Fanno Creek Trail: Bonita to Tualatin, with an estimated project cost of \$7 million dollars</p>	Amend project list to create a standalone project for Fanno Creek Trail (Bonita to Durham Park) as RTP Project #12088. The remaining Fanno Creek Trail gaps will be retained in #10766 pending more detailed planning.

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335	All projects	Blasher	Jon	Metro - Parks and Nature	8/16/2018	Letter	Recommendation to incorporate the best available natural resource information for individual projects, specifically: a) Add a line item to every RTP project to describe environmental enhancements or benefits included in the project, if any.	No change recommended at this time. It is unlikely project sponsors can provide this information within the time remaining to finalize the RTP. As noted, all projects will be flagged that intersect with resource units. An effort will be made to more fully address this comment as part of the next RTP (due in 2023).
336	RTP #11673	Blasher	Jon	Metro - Parks and Nature	8/16/2018	Letter	Recommendation to incorporate the best available natural resource information for individual projects, specifically: In future RTP updates, consult with a Parks and Nature science staff earlier in the RTP process to provide a comprehensive project-by-project assessment for proposed projects.	Comment noted. Planning staff will consult with parks and nature science staff and federal and state resources agencies earlier in the RTP update process to ensure the best available natural resource information is used in future assessments.
337	RTP #11673	Blasher	Jon	Metro - Parks and Nature	8/16/2018	Letter	Recommendation to change "includes regional trail" to "yes" for Project 11673	Amend as requested.
338	RTP #11674	Blasher	Jon	Metro - Parks and Nature	8/16/2018	Letter	Recommendation to change "includes regional trail" to "yes" for project 11674.	Amend as requested.
339	RTP #10766	Blasher	Jon	Metro - Parks and Nature	8/16/2018	Letter	Recommendation to split RTP project 10766 into collection of projects, specifically: "RTP ID 10766: This project is in fact a collection of several distinct projects. Each individual project should be broken out with its own RTP project number. Create a separate project for "Fanno Creek Trail – Bonita Road to Durham Park" and list the time period as "2018-2027."	Amend project list to create a standalone project for Fanno Creek Trail (Bonita to Durham Park). This change was also recommended by the City of Tigard. The remaining Fanno Creek Trail gaps will be retained in #10766 pending more detailed planning.

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ITEMS FOR CONSIDERATION - Comments on Draft Regional Transportation Safety Strategy (by chapter)								
#	Chapter or Appendix	Last name	First name	Affiliation	Date	Method	Proposed change identified in comment (changes shown in strikethrough and <u>underline</u>)	Staff recommendation (changes shown in strikethrough and <u>underline</u>)
340	Regional Safety Strategy Foreword	Grisham	Elka	Community member	7/13/2018	Email	Change photo on page 7 to show bicyclist with a helmet (current photo has bicyclist not wearing a helmet) "Seems like you could send an important message with a different picture that encourages people to use proper safety gear while riding bicycles."	Amend as requested.
341	Regional Safety Strategy Chapter 1	Marek	Joe	Clackamas County	8/15/2018	Email	(Page 16) Recommendation to revise sentence to say "...the strategy should be dedicated to all persons who have been killed or seriously injured while using the transportation system in the greater Portland region."	Amend as requested. For consistency, the term "traffic violence" was also updated in the third paragraph on page 16, and on page 44 of the Regional Transportation Safety Strategy.
342	Regional Safety Strategy Chapter 1	Marek	Joe	Clackamas County	8/15/2018	Email	(Page 22) Recommendation to omit "or near zero" in the first sentence of the first paragraph. We should never waiver from our goal of Zero.	Amend as requested.
343	Regional Safety Strategy Chapter 1	Marek	Joe	Clackamas County	8/15/2018	Email	(Page 25) Recommendation for "Safe Speeds" paragraph to consider threading in a reference to kinetic energy transfer as you discuss physical limitations of the human body.	Amend as requested. The following sentence will be added: " <u>When speed increases, the risk of a crash and of its severity increases as well. The severity of a crash follows from the laws of physics. At higher speeds, the kinetic energy released in a crash increase with the square of the speed and the changes of speed experienced by those struck by or occupying the vehicles involved increase with speed.</u> " Reference to the following report will be added: "Speed and Crash Risk Research Report. International Transport Forum and International Traffic Safety Data and Analysis Group (2018).
344	Regional Safety Strategy Chapter 1	Marek	Joe	Clackamas County	8/15/2018	Email	(Section 2.5, Page 50) Recommendation to replace "stretches" with "segments" in the first sentence.	Amend as requested.

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345	Regional Safety Strategy All Chapters and Appendices			Metro staff	8/21/2018	n/a	Miscellaneous technical corrections, copy edits, table and figure numbering corrections and add missing information	Amend as requested.
346	Other comments and recommendations will be added from the RTP document comments and recommendations, as appropriate.							Amend as requested.

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ITEMS FOR CONSIDERATION - Comments on Draft Regional Transit Strategy (by chapter)								
#	Chapter or Appendix	Last name	First name	Affiliation	Date	Method	Proposed change identified in comment (changes shown in strikethrough and <u>underline</u>)	Staff recommendation (changes shown in strikethrough and <u>underline</u>)
347	Regional Transit Strategy Chapter 4	Sallinger	Bob	Audubon Society of Portland	8/3/2018	Letter	(Ch. 4, Section 2) No recommendation made. Support of the including of Cornell Road as a frequent bus service corridor. "Audubon is located on Cornell Road which continues to experience serious congestions and limited accessibility other than by car. We believe this corridor should be a priority for future bus route expansion."	Comment noted. No change needed.
348	Regional Transit Strategy Chapter 8	Pyszka	Alisa	Community member	7/16/2018	Letter	Include Frog Ferry in the Regional Transit Plan for further study "As a resident within the Portland region, I support including the planning for passenger ferry service as apart of the <u>Regional Transit Plan</u> ."	Amend the strategy to add a call out box describing private efforts to study the potential for passenger ferry service. Amend Chapter 8 to add a new study of the potential for passenger ferry service.
341	Regional Safety Strategy Chapter 4	Sallinger	Bob	Audubon Society of Portland	8/3/2018	Letter	(Ch. 4, section 2, strategy 2.7 of strategy 2 actions table) Recommendation to develop a "dark sky" policy to guide both Metro's policy decisions and management of its own properties in order to avoid unnecessary light pollution in region. "We appreciate and support the statement in the illumination strategy...lack of real standards for lighting across the Metro region has unnecessarily allowed light pollution to proliferate not due to conflicting objectives but rather due to lack of <u>careful consideration</u> ."	No change recommended. While it is beyond the scope of the Regional Transportation Safety Strategy and RTP to define a "dark sky" policy for the region, minimizing light pollution has been identified as a potential mitigation strategy in Chapter 3 of the RTP in support of RTP Goal 6.
349	Regional Transit Strategy All Chapters and Appendices			Metro staff	8/21/2018	n/a	Miscellaneous technical corrections, copy edits, table and figure numbering corrections and add missing information	Amend as requested.
350	Other comments and recommendations will be added from the RTP document comments and recommendations, as appropriate.							Amend as requested.

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ITEMS FOR CONSIDERATION - Comments on Draft Regional Freight Strategy (by chapter)								
#	Chapter or Appendix	Last name	First name	Affiliation	Date	Method	Proposed change identified in comment (changes shown in strikethrough and <u>underline</u>)	Staff recommendation (changes shown in strikethrough and <u>underline</u>)
351	Regional Freight Strategy Chapter 2	Hagar	Jim	Port of Vancouver	8/16/2018	Email	(2.2 Freight trends - page 13) Recommendation to add to the third paragraph some mention that both Portland and Vancouver harbors will likely have a longer-term trend of growth.	Amend as requested.
352	Regional Freight Strategy Chapter 2	Hagar	Jim	Port of Vancouver	8/16/2018	Email	(Page 15) Recommendation to mention using the waterways in the region (Columbia and Willamette) as corridors as well, particularly for freight mobility, but also potentially as an alternative for mobility related to access to jobs, etc.	Amend Chapter 5, page 74, to add the following sentence under the Rivers and Barges section, " <u>The Willamette River also carries freight to and from Swan Island.</u> "
353	Regional Freight Strategy Chapter 2	Hagar	Jim	Port of Vancouver	8/16/2018	Email	(Page 17). Question about if the real export growth graphic includes Port of Vancouver or just Port of Portland	Amend page 17 to add the word " <u>Vancouver</u> " to the first sentence to reflect this graphic does include Port of Vancouver since the calculation is for Portland, OR-WA and includes Vancouver as part of the region.
354	Regional Freight Strategy Chapter 2	Hagar	Jim	Port of Vancouver	8/16/2018	Email	(Page 18) Recommendation to mention that Washington is the most trade dependent state in the US with 40% of jobs tied to trade.	Amend page 18 to add the following sentence, " <u>Washington is the most trade-dependent state in the US, and Oregon is the 9th most trade-dependent state.</u> "
355	Regional Freight Strategy Chapter 2	Hagar	Jim	Port of Vancouver	8/16/2018	Email	(Page 31) Recommendation to highlight SR 501 and SR 500 as part of the regional freight network (Page 31) Recommendation to highlight in yellow the POV property directly north of the POP on the Columbia River (Page 32) Recommendation to add Port of Vancouver to the multimodal maps in Figure 8	Amend the Regional Freight Strategy (and where appropriate the RTP) as follows: - revise the Regional Freight Map to better distinguish RTC and county designated freight routes outside of the metropolitan planning area boundary for reference. The RTP system maps currently reflect facilities that are within Metro's planning responsibility for federal and state purposes. - add a separate map of Regional Freight Routes and industrial lands and marine facilities designated by the RTC in their long-range transportation plan for reference. Marine facilities and other land use designations shown on the RTP System maps are only within the MPA boundary reflecting Metro's planning responsibility.

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356	Regional Freight Strategy Chapter 2	Hagar	Jim	Port of Vancouver	8/16/2018	Email	(Page 96) Recommendation to call out the I-5 bridge as project that needs to be completed. "...using the Columbia River Crossing is probably not the way to address it. I'd say outdated or obsolete I-5 bridge."	No change recommended. This project is currently identified in the Financially Constrained RTP project list.
357	Regional Freight Strategy Chapter 3	Hagar	Jim	Port of Vancouver	8/16/2018	Email	(Page 3-99) Highlight the Port of Vancouver property directly north of the Port of Portland property on the Columbia River in yellow. (Page 3-100) Recommendation to add Port of Vancouver to the multimodal maps in Figure 8.	Add a map of Regional Freight Routes and industrial lands and marine facilities designated by the RTC in their long-range transportation plan for reference. Marine facilities and other land use designations shown on the RTP System maps are only within the MPA boundary reflecting Metro's planning responsibility.
358	Regional Freight Strategy Chapter 3	Wright	Eric	PDX Container	6/13/2018	Email	Amend the third paragraph of Chapter 3.2 (page 25) to include "pipeline, air, <u>truck</u> routes..." in the first sentence and to say "Rail branch lines <u>and heavy vehicle corridors</u> " and "...to rail yards <u>and truck terminals</u> " in the third sentence.	Amend as requested.
359	Regional Freight Strategy Chapter 3	Kraushaar	Nancy	City of Wilsonville	7/2/2018	Email	(Ch. 3, Section 5) Amend the Regional Freight Network map to reflect completed construction of Kinsman Road (freight route) between Barber and Boeckman in Wilsonville. Request for it to be a solid line, not a dashed line.	Amend as requested.
360	Regional Freight Strategy All Chapters and Appendices			Metro staff	8/21/2018	n/a	Miscellaneous technical corrections, copy edits, table and figure numbering corrections and add missing information	Amend as requested.
361	Other comments and recommendations will be added from the RTP document comments and recommendations, as appropriate.							Amend as requested.

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ITEMS FOR CONSIDERATION - Comments on Draft Regional Emerging Technology Strategy (by chapter)								
#	Chapter or Appendix	Last name	First name	Affiliation	Date	Method	Proposed change identified in comment (changes shown in strikeout and <u>underscore</u>)	Staff recommendation (changes shown in strikeout and <u>underscore</u>)
362	Emerging Technology Strategy Chapter 3	Hagerbaumer	Chris	Oregon Environmental Council	8/11/2018	Letter	(Section 3.2.4.3) Suggestion to specifically state that one way to ensure that emerging technologies are shared is to price them in a way that encourages several passengers, rather than zero passengers." "One principle states: 'Emerging technology companies and users should contribute their fair share of the stewardship cost of operating, maintaining and building the transportation system' OEC agrees."	No change recommended. This is already addressed in the RTP policies and the Emerging Technology Strategy, which goes into greater detail about how these policies can be implemented. Policy 2 in Section 3.2.4.3 commits to "Use emerging technology to improve transit service, provide shared travel options throughout the region and support transit, bicycling and walking." The first implementation action listed under this policy in the ETS is to "Price, manage and design streets to reduce vehicle miles traveled and prioritize transit use and shared travel." Other RTP policies calls for more general pricing of vehicle travel, which would also apply to shared vehicles: - "Expand the use of pricing strategies to manage vehicle congestion and encourage shared trips and use of transit." (RTP Goal 2, Objective 4.6, p. 2-15.) - "In combination with increased transit service, consider use of value pricing to manage congestion and raise revenue when one or more lanes are being added to throughways." (Regional Motor Vehicle Policy 6, p. 3-52.)
363	Regional Emerging Technology Strategy All Chapters and Appendices			Metro staff	8/21/2018	n/a	Miscellaneous technical corrections, copy edits, table and figure numbering corrections and add missing information	Amend as requested.
364	Other comments and recommendations will be added from the RTP document comments and recommendations, as appropriate.							Amend as requested.

Draft Exhibit C Supplemental Metro Staff Recommendations (dated 8/31/18) to Respond to Public Comments #2, #46, #98, #102, #104 and #105

The following are proposed additions to the draft 2018 Regional Transportation Plan and relevant appendices in response to public comments:

1. Amend RTP Glossary, as follows:

Add a definition of green infrastructure:

- **Green Infrastructure** refers to a network of multi-functional green spaces and environmental features, both natural and engineered, that use or replicate natural systems to better manage stormwater, protect streams and enhance wildlife corridors—trees, soils, water and habitats. Examples include: permeable paving, vegetated swales, rain gardens, green streets, green roofs, green walls, urban forestry, street trees, parks, green corridors such as trails, and other low impact development practices.

Add a definition of mitigation:

- **Mitigation** refers to planning actions taken to avoid an impact altogether to minimize the degree or magnitude of the impact, reduce the impact over time, rectify the impact, or compensate for the impact. Mitigation includes¹:
 - (a) Avoiding the impact altogether by not taking a certain action or parts of an action.
 - (b) Minimizing impacts by limiting the degree or magnitude of the action and its implementation.
 - (c) Rectifying the impact by repairing, rehabilitating, or restoring the affected environment.
 - (d) Reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action.
 - (e) Compensating for the impact by replacing or providing substitute resources or environments.

Add a definition of practicable:

- **Practicable** means available and capable of being done after taking into consideration cost, existing technology and logistics, in light of overall project purposes.²

Add a definition of resilience and related terms³:

- **Resilience** or resiliency is the ability to anticipate, prepare for and adapt to changing conditions and withstand, respond to and recover rapidly from disruptions.
- **Extreme Weather Events** refers to significant anomalies in temperature, precipitation and winds and can manifest as heavy precipitation and flooding, heatwaves, drought, wildfires and windstorms (including tornadoes). Consequences of extreme weather events can include safety concerns, damage, destruction and/or economic loss. Climate change can also cause or influence extreme weather events.

¹ Definition from [40 CFR 1508.20](#)

² Definition from [23 CFR 777.2](#)

³ Definition from [FHWA Order 5520](#) on Transportation System Preparedness and Resilience to Climate Change and extreme weather events (Dec. 14, 2014).

Draft Exhibit C Supplemental Metro Staff Recommendations (dated 8/31/18) to Respond to Public Comments #2, #46, #98, #102, #104 and #105

- **Extreme Events** refers to risks posed by climate change and extreme weather events. The definition does not apply to other uses of the term nor include consideration of risks to the transportation system from other natural hazards, accidents, or other human induced disruptions.
- **Preparedness** refers actions taken to plan, organize, equip, train, and exercise to build, apply, and sustain the capabilities necessary to prevent, protect against, ameliorate the effects of, respond to, and recover from climate change related damages to life, health, property, livelihoods, ecosystems, and national security.
- **Adaptation** refers to adjustment in natural or human systems in anticipation of or response to a changing environment in a way that effectively uses beneficial opportunities or reduces negative effects.

2. Amend RTP Chapter 3 (Section 3.3.4)

The following green streets, table will be added to Section 3.3.4 (Designs for Stormwater Management and Natural, Historic and Cultural Resource Protection):

Table 3. X How Green Infrastructure Can Help Achieve Regional Goals

Goal	Ways in which Green Infrastructure helps achieve regional goals
Vibrant Communities	Green infrastructure, including trails, parks, street trees, vegetation, and bioswales, contribute to community beautification and public health by connecting people with nature in their daily lives.
Shared Prosperity	Green infrastructure promotes economic growth as a valued public amenity, creates construction and maintenance jobs, adds to property value, supports walkable and bikeable communities, businesses and commercial districts, and lower the costs associated with climate change.
Transportation Choices	Green streets promote active travel and access to transit by providing enjoyable routes that are buffered from traffic and shade.
Reliability and Efficiency	Green infrastructure treatments such as access management and medians with bioswales can be designed to support reliability and efficiency by reducing crashes and conflicting movements.
Safety and Security	Street trees and other green infrastructure can help calm traffic to desired speeds, provide welcoming places that increase security, and improve resiliency and reduce impacts of major storm events.
Healthy Environment	Green infrastructure enhances and protects the natural environment supporting clean air and water, filtering stormwater runoff, reducing erosion, protecting, creating and connecting habitat for birds, fish and other wildlife.
Healthy People	Green infrastructure reduces water, air, noise and light pollution, encourages active lifestyles and links people to trails, parks and nature that enhance human health and well-being.
Climate Leadership	Trees and green infrastructure support climate adaptation by cooling streets, parking lots and buildings, better managing stormwater and reducing the urban heat island effect. Trees and vegetation can be managed to sequester greenhouse gases to help mitigate climate change.
Equitable Transportation	Clean air and water and access to nature is improved and habitat is preserved and enhanced when green infrastructure is provided in historically marginalized communities.
Fiscal Stewardship	Protecting the environment and natural resources today saves money for the future and reduce infrastructure construction and maintenance costs.
Transparency and Accountability	All stakeholders can be represented, including those that cannot speak for themselves – wildlife and the natural environment. Performance-based planning includes considering environmental effects throughout the planning process.

Draft Exhibit C Supplemental Metro Staff Recommendations (dated 8/31/18) to Respond to Public Comments #2, #46, #98, #102, #104 and #105

3. Amend Section 3.3 of the RTP (Regional System Design and Placemaking Vision and Policies) to include specific design policies.

The policies address federal requirements to identify environmental resources potentially affected by the RTP and consider potential mitigation strategies in the RTP. The policies support RTP Goal 6: Healthy Environment and with Goal 6 objectives, Title 13 Urban Growth Management Plan requirements and the Nature in Neighborhoods policy in the Regional Framework Plan.

- Design Policy 1 implements the RTP's performance-based planning approach.
- Design Policies 2 and 3 are consistent with regional goals to protect and preserve the natural environment. Best practices and many federal, state and local regulations require an approach of avoid first, minimize and mitigate negative impacts to natural resources.
- Design Policies 4 and 5 mirror Motor Vehicle Network Policies 9 and 11, and are re-stated in the Design policy section to capture the importance of applying best practices in green infrastructure and livable street design.
- Design Policy 6 addresses transportation resiliency.

Transportation Design Policy 1. Use a context-sensitive, performance-based project design approach guided by RTP goals and policies to evaluate trade-offs and determine final designs that improve safety and expand healthy transportation options for all ages and abilities. (NOTE: This policy generally reflects the framework being used to guide updating the regional street design handbooks).

Transportation Design Policy 2. Consider potential environmental, historic and cultural resource impacts and mitigation strategies throughout the project planning and development process.

Transportation Design Policy 3. Avoid fish and wildlife habitat conservation areas. When impacts cannot be avoided, efforts should be made to minimize environmental damage and mitigate impacts by repairing, rehabilitating, or restoring the affected environment.

Transportation Design Policy 4. Avoid, minimize or mitigate environmental impacts of the transportation network using green infrastructure design, street trees, wildlife or waterway crossing improvements and other approaches to the extent practicable.

Transportation Design Policy 5. Incorporate Livable Street designs that provide safe and convenient travel options for people of all ages and abilities.

Transportation Design Policy 6. Strive to identify the risks of climate change and extreme weather events to current and planned transportation systems and integrate consideration of these risks into planning, operations, policies and programs to the extent practicable in order to promote preparedness and resilience; safeguard transportation investments; and ensure the safety, reliability, and sustainability of the region's transportation system.

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4. Add following text and table to Section 3.3.4:

The negative impacts that transportation infrastructure can have on the health of the natural environment, particularly on water quality and habitat connectivity, are well documented. Transportation infrastructure has the potential to degrade water quality, create barriers to wildlife movement and increase air, noise and light pollution. Projects also have the potential to negatively impact cultural and historical resources if not planned and implemented carefully. This section provides a broad overview of selected environmental resources that could be impacted by any proposed transportation improvement. This overview is not intended to be a detailed discussion of specific environmental impacts, but are intended to introduce environmental considerations into the regional transportation planning process, and in so doing, more closely link the transportation planning and environmental processes.

With respect to runoff quality, recent research by the National Marine Fisheries Service and Washington State University points to the high aquatic toxicity of runoff from roadway surfaces. This toxicity is directly proportional to traffic volumes. Stormwater facilities that are vegetated and contain compost-amended soils represent the only currently effective treatment options to address these often unidentified toxic compounds. Such facilities are also required to be prioritized in current NPDES municipal stormwater permits across the region.

With respect to runoff quantity, development in the region at increasing density results in less pervious surface available to absorb the combined runoff volumes from transportation surfaces, structures and associated impervious area. Runoff volumes of winter peak flows can more than double from predevelopment conditions in the face of urban development, with associated flow reductions in summer. Climate change is expected to reinforce this pattern. Higher runoff volumes result in channel erosion, aquatic and floodplain habitat degradation, and damage to infrastructure (including transportation infrastructure such as bridges and culverts). Low summer flows reduce the vigor of vegetation that helps stabilize stream banks. Yet more than half of the region, including nearly all of the area west of the Willamette River, has subsurface conditions that do not promote easy infiltration of large volumes of urban runoff.

Projects should be designed to avoid impact, or if avoidance is not possible, to minimize and mitigate impact to maximize enhancement and protection of natural, community and cultural resources. Projects identified in the Regional Transportation are subject to federal, state and local regulations concerning impacts to biological and historic resources. Many of the requirements and processes are addressed in detail during the project development design and permitting phase (after selection of a preferred alternative), as part of the environmental and land use review, consultation and permitting processes all construction projects must undergo.

Considering how environmental, cultural and historical impacts should be avoided, minimized or mitigated should occur early and throughout planning and design of projects. Refer to Appendix F for information on the principal regulations, ordinances, permit actions and natural resource data and information that should be considered as projects move toward implementation.

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Table 3. X provides a summary of potential mitigation strategies. These strategies are drawn from various federal, state, regional and local resources including the habitat-friendly development practices identified in Title 13 of the Metro Urban Growth Management Functional Plan, Metro's design handbooks, including Green streets: Innovative solutions for stormwater and stream crossings, Trees for green streets: An illustrated guide, Wildlife crossings: Providing safe passage for urban wildlife and Green Trails: Best practices for Environmentally friendly trails, and the Clean Water Services Low Impact Development Approaches Handbook.

Specific mitigation strategies are developed as part of the environmental review and permitting process during project development activities, and are established in consultation with numerous federal, state and local agencies as well as interested parties responsible for and interested in environmental stewardship using the best available natural resources inventory data. The project-level environmental review and permitting process is a separate and more detailed process than what is required for the RTP. Additionally, many regionally significant projects identified in the RTP are conceptual in nature, with exact alignment, design, and other project scope elements to be determined in the project development process. For many projects, this process may not occur for years, or even decades. The specific types of environmental mitigation activities implemented are ultimately determined by the governing regulatory authority and are dependent upon the resource being impacted and the severity of that impact.

**Draft Exhibit C Supplemental Metro Staff Recommendations (dated 8/31/18)
to Respond to Public Comments #2, #46, #98, #102, #104 and #105**

Table 3. X Potential Mitigation Strategies by Resource Area

Potential Mitigation Strategies	Resource Areas											
	Regional Conservation Strategy high value habitat areas	Wildlife corridors	Oregon white oak habitat	Vegetation and wildlife	Fisheries and fish bearing streams	Wetlands and waterways	Flood hazard areas/floodplains	Threatened and endangered species	Stormwater management	Soil erosion/ sediment control	Historic resources	Air pollutants, including greenhouse gases
Avoid disturbance of the area	●	●	●	●	●	●	●	●	●	●	●	●
Restore all land and water features to pre-construction or better condition	●	●	●	●	●	●	●	●	●	●	●	●
Stormwater management and treatment: bioswales, street trees, and other green infrastructure	●			●	●	●	●	●	●	●		
Design transportation facility to avoid or minimize new impervious surfaces	●	●	●	●	●	●	●	●	●	●		●
Use pervious paving materials for residential driveways, parking lots, walkways	●			●	●	●	●	●	●	●		
Use shared driveways to limit water run-off	●			●	●	●	●	●	●	●		
Limit removal of riparian vegetation and restore/replant all areas with equal or higher quality	●	●	●	●	●	●	●	●	●	●		●
Amend disturbed soils to original or higher level of porosity to regain infiltration and stormwater storage capacity	●			●	●	●	●	●	●	●		
Minimize the number of stream crossings and place crossing perpendicular to stream channel	●	●		●	●	●	●	●	●	●		

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Allow narrow street right-of-ways through stream corridors	●	●	●	●	●	●	●	●	●	●		
Create new wetland areas at ratios established by the permitting agency	●	●		●	●	●	●	●	●	●		
Restore or rehabilitate damaged wetlands and waterways	●	●		●	●	●	●	●	●	●		
Purchase wetland credit acres from an existing wetland mitigation bank within the same watershed	●	●		●	●	●	●	●	●	●		
Prevent sedimentation and erosion to the greatest extent possible	●			●	●	●	●	●	●	●		
Reduce habitat fragmentation and maintain wildlife travel routes and fish passage by strategic placement of projects	●	●	●	●	●			●				
Restore all fish and wildlife habitat to pre-construction condition and enhance if possible	●	●		●	●			●				
Screen sensitive habitats from transportation facility view and noise	●	●		●				●				
Enhance vegetation associated with wetlands and water courses for wildlife	●	●		●	●			●				

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Limit in-water construction to designated fisheries windows					●							
Limit fill within floodplains and effects to floodplain functions					●		●					
Carefully integrate fencing into the landscape to guide wildlife toward crossings under, over, or around transportation corridor ⁴	●	●		●				●				
Use bridge crossings rather than culverts wherever possible, unless a culvert would provide better wildlife passage in a given context	●	●			●			●				
If culverts are utilized, install slab, arch or box type culverts, preferably using bottomless designs that more closely mimic stream bottom habitat	●	●			●			●				
Design stream crossings for fish passage with shelves and other design features to facilitate terrestrial wildlife passage	●	●		●				●				

⁴ Wildlife crossings: Providing safe passage for urban wildlife, Metro (2009).

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Include appropriate wildlife crossings	●	●		●								
Extend vegetative cover through the wildlife crossing in the migratory route, along with sheltering areas	●	●		●				●				
Use native trees and plants when replanting or adding vegetation	●	●	●	●						●		
Minimize light pollution by following dark sky best practices ⁵	●	●		●				●				
Preserve and maintain existing trees and tree canopy coverage, and plant trees, where appropriate, to maximize future tree canopy coverage	●	●	●	●		●			●	●		●
Document historic assets and use context-sensitive design of new or renovated infrastructure to complement existing streetscape or architectural features											●	

⁵ Best practices can be accessed here: <https://www.nps.gov/subjects/nightskies/practices.htm>



DRAFT Appendix F

2018 Regional Transportation Plan

Environmental Analysis and Potential Mitigation Strategies

July 20, 2018

Purpose

The purpose of this appendix is to summarize the methods and data used to conduct a system-level environmental analysis of the 2018 Regional Transportation Plan (RTP) constrained priorities project list and discuss potential environmental mitigation strategies. Findings from the environmental analysis are reported in Chapter 7 of the Regional Transportation Plan.

The environmental analysis included vegetation, aquatic and terrestrial wildlife species and habitat, wetlands, floodplains, other biological resources and historic resources that may be affected by projects in the Regional Transportation Plan. A separate appendix, Appendix E, documents the system-level transportation equity evaluation conducted for the 2018 Regional Transportation Plan and potential environmental justice mitigation strategies.

This appendix addresses federal metropolitan transportation planning requirements for the Regional Transportation Plan to:

- discuss environmental and historic resources that may be affected by projects identified in the Regional Transportation Plan;
- discuss potential environmental mitigation activities and potential areas to carry out these activities; and
- consult with Native American Tribes and appropriate federal and state resource and regulatory agencies.

This appendix, Appendix E and Chapter 7 of the Regional Transportation Plan are the basis for consultation with Native American Tribes and appropriate federal and state land management, wildlife and regulatory agencies. The consultation opportunity will occur from July 20 to August 20, 2018. As part of this consultation, Metro will host a meeting on August 6, 2018 to provide a brief overview of the draft 2018 Regional Transportation Plan and address questions or concerns that Native American Tribes and federal and state agencies may have for this process. Agencies and tribes are requested to provide any additional written comments by August 20, 2018 so they can be considered as part of finalizing the 2018 Regional Transportation Plan.

Introduction

Transportation impacts the natural and built environment in many ways, potentially having significant effects on the region's air quality, water quality, noise, fish and wildlife habitat, historic resources, tribal lands and public health. These impacts are particularly important to Metro since the natural and social environment is deeply connected to the identity and quality of life of the greater Portland region. When asked what they enjoy most about the quality of life in the region, people living in the region have consistently chosen clean air and water and access to nature as things they value and want to protect.

The Portland metropolitan region is situated at the northern end of the Willamette valley ecoregion, a fertile river valley surrounded by dramatic natural features - the Coast range to the west, the Cascades to the east, and the Columbia River to the north (including the Columbia River Gorge National Scenic

area). Inside of the region, natural landscape is created by broad river valleys with wetlands, narrow river canyons with riparian vegetation, buttes and forests, mountains and meadows, foothills and farms.

The protection of natural and cultural resources has long been a key responsibility of Metro. The preamble of the 1992 Metro Charter proclaims that “Metro’s most important service is to preserve and enhance the quality of life and the environment for ourselves and future generations.” This ethic of sustainability is central to several Metro plans and programs, including the Regional Transportation Plan, Climate Smart Strategy, Greenspaces Master Plan, Nature in Neighborhoods Initiative and the region’s overarching land use and transportation strategy for managing growth, the 2040 Growth Concept. Clean air and water is one of the six desired outcomes adopted by the Metro Council in 2008.

Regulatory Environment

Construction of the projects identified in the Regional Transportation would be subject to federal, state and local regulations concerning impacts to biological and historic resources. The principal regulations, ordinances and permit actions that could apply to implementation of these projects are summarized in **Table 1**. Many of the requirements and processes identified below would be addressed in detail during the project development design and permitting phase (after selection of a preferred alternative), as part of the environmental and land use review, consultation and permitting processes all construction projects must undergo. Early consideration of environmental impacts also helps address National Environmental Policy Act (NEPA) requirements more effectively when federal funding or federal action is involved than if such issues would be left for consideration later in the project development process.

Table 1. Summary of Potential Natural Resource Permit Requirements

Regulation/Permit	Responsible Agency	Documentation or Processes Required	Regulated Resource(s)
Federal			
National Environmental Policy Act (NEPA)	Federal Transit Administration (FTA) and Federal Highway Administration (FHWA)	NEPA FONSI, CE, EA or EIS addressing natural resource conditions, impacts and mitigation	Human and natural environment, and related social and economic effects
Clean Water Act (CWA) Section 404 Individual Permit	U.S. Army Corps of Engineers (USACE)	Alternatives analysis; wetland delineation study; wetland functional assessment and impact analysis; mitigation plan	Waters of the U.S., including wetlands
Federal Endangered Species Act (ESA) and Magnuson-Stevens Fishery Conservation Management Act	National Marine Fisheries Service (NMFS), U.S. Fish and Wildlife Service (USFWS)	Biological Assessment addressing project impacts to listed species, species proposed for listing and candidate species	Vegetation, wildlife, fisheries
Fish and Wildlife Coordination Act	USFWS, NMFS and Oregon Department of Fish and Wildlife (ODFW)	Agency consultation; identify impacts to fish and wildlife resources; recommend mitigation	Vegetation, wildlife, fisheries
Federal Migratory Bird Treaty Act	USFWS	Identify impacts to migratory birds; avoid destruction of active nests or eggs, and killing of individuals	Wildlife

2018 RTP Environmental Analysis and Potential Mitigation Strategies

Regulation/Permit	Responsible Agency	Documentation or Processes Required	Regulated Resource(s)
Bald Eagle and Golden Eagle Protection Act	USFWS	Identify bald eagle nesting habitats; agency consultation	Wildlife
State			
Oregon Removal – Fill Permit	Oregon Department of State Lands (DSL)	Alternatives analysis; wetland delineation study; wetland functional assessment and impact analysis; mitigation plan	Waters of the state, including wetlands
Oregon State ESA	ODFW and Oregon Department of Agriculture (ODA)	Identify project impact to state-listed and candidate species not currently listed under federal ESA	Vegetation, wildlife, fisheries
CWA Section 401 Water Quality Certification	Oregon Department of Environmental Quality (DEQ)	Assess project compliance with state water quality standards; implement mitigation measures	Rivers, streams, other bodies of water
Fish Passage Act	ODFW	Agency consultation; identify crossed streams with native migratory fish; implement passage at identified streams	Native migratory fish

Under Oregon land use regulations, local and state jurisdictions are required to compile inventories of wetland and other natural areas and protect the highest-ranking inventoried sites. This protection is provided by local regulations such as local environmental zones, sensitive lands overlay zones and other locally identified regulated areas and resources. Such areas include sites that meet the standards of Statewide Planning Goal 5 for open space, scenic or natural values.

In general, the overlay zones are intended to allow development in situations where adverse impacts from the development can be avoided or mitigated. Regulations implementing these ordinances provide guidelines for, among other things, identifying, protecting and mitigating impacts, and managing important natural resources. Each jurisdiction has its own process for assessment and approval of transportation projects in the vicinity of sensitive ecosystem resources. The processes generally include an assessment of existing conditions, analysis of potential impacts from a project, and documentation of actions taken to avoid, minimize or compensate for impacts to the resources. In addition, each jurisdiction has its own urban forestry or tree code, as well as local requirements for storm water management and treatment.

Environmental Considerations Analysis

The analysis reported in Chapter 7 of the Regional Transportation Plan identifies areas of potential conflicts where proposed RTP projects intersect with environmental and historic resources. The environmental analysis also included an evaluation of mobile source emissions and potential impacts to tribal lands. Considering the complexity and diversity of the environment across the region, Metro uses readily available published environmental inventories to identify protected resources, including vegetation and wildlife habitats, fishery resources, wetlands, floodplains and historical resources.

This Appendix documents the methodology used, areas of potential conflict and potential mitigation strategies. Identifying these areas of potential conflict early in the transportation planning process allows for more meaningful consideration of mitigation strategies, including project alignment, design

and construction features that avoid or minimize impacts on the resource area. Many of these mitigation strategies are addressed specifically during the project development process as part of the environmental and land use review, consultation and permitting processes all construction projects must undergo. Early consideration of environmental impacts also helps address National Environmental Policy Act (NEPA) and other requirements more effectively than if such issues would be left for consideration later in the project development process.

Overview of Methodology and Data Used for the Environmental Analysis

The methodology and data used for the analysis is organized into eight sections:

1. High value habitat areas analysis
2. Wildlife Incident hotspots analysis
3. Fish passage barriers and fish bearing streams analysis
4. Wetlands analysis
5. Floodplain analysis
6. Historic resources analysis
7. Tribal lands analysis
8. Clean air and greenhouse gas emissions analysis

The summary of the methodology and data used for the analysis is followed by an overview of Metro efforts to implement and encourage environmental mitigation activities. Findings from the analysis are reported in Chapter 7 of the 2018 Regional Transportation Plan (sections 7.4.12 – 7.4.16).

1. Analysis of potential impacts to high value habitat areas

Metro used the best available regional scale data to identify the potential areas of conflict between the proposed RTP project and high value habitat areas identified by the Regional Conservation Strategy within the planning area. Using Geographic Information System (GIS) mapping software, projects identified in the draft list of projects for the RTP were overlaid with the Regional Conservation Strategy high value habitat areas within the planning area.

As noted previously, the Intertwine Regional Conservation Strategy serves as a framework for efforts to conserve biodiversity within the greater Portland-Vancouver region. Data was developed from 2010 to 2013 by the Intertwine – a broad coalition of public, civic, private, and nonprofit organizations. The analysis considered many features, including existing vegetation, wetlands, hydric soils, floodplains, habitat patch size and shape, distance from streams and wetlands, and the presence of roads. High value habitat areas ranked in the top quarter of all areas because of the type, location and size of their habitat.

The Intertwine Regional Conservation Strategy high value habitat data set¹ includes much of the environmental data recommended by the Federal Highway Administration (FHWA) for consideration to meet federal requirements. The RCS data includes: wetlands identified in the National Wetland Inventory (NWI), forest land, 100-year floodplains identified by the Federal Emergency Management Agency (FEMA), U.S. Geological Survey stream and hydrography data, SSURGO soil data collected by the National Cooperative Soil Survey developed by the U.S. Department of Agriculture, LIDAR data and land cover data.

Findings from the analysis are reported in Chapter 7 of the 2018 Regional Transportation Plan (see

¹ Visit regionalconservationstrategy.org for more information.

section 7.4.14).

2. Analysis of potential impacts to wildlife hotspot incident locations

The purpose of the wildlife incident hotspot inventory is to identify key areas in the region where wildlife mortalities are caused by motor vehicles. This information highlights key areas where wildlife crossings designs should be considered in the transportation planning and project development process. Identification of these projects early in the planning process provides an opportunity to consider wildlife corridor acquisition/restoration, wildlife crossing design treatments and other strategies as part of future project development.

In August, 2002, Metro completed a study that compiled wildlife mortality data for the three county Portland region. It used several sources, including: city, county and state road maintenance department road kill pick-up records; ODOT's Crash Analysis and Reporting Unit; County animal control agencies; and animal care and rehabilitation centers. The study reported more than 2,000 deer and elk deaths between 1992 and 2001 due to collisions with vehicles. The analysis began with a wider scope but was restricted to elk and deer due to limitations of available data—many agencies do not consistently report other wildlife mortalities. In a second study in 2005, the Oregon Department of Transportation used an expert-opinion approach to identify 86 hot spots along state maintained roads in ODOT Region 1. Most of these hot spots are locations where deer-vehicle collisions are frequent, although the experts also identified hot spots that served as crossing locations. ODOT maintains this database and updated the data in 2016 for the 2007- 2016 time period for state-owned roadways in the region.

This analysis is not complete. Findings from the analysis will be added to Chapter 7 of the 2018 Regional Transportation Plan and projects in the 2018 RTP project lists intersecting these hotspot locations will be identified.

3. Analysis of potential impacts to fish passage barriers and fish bearing streams

In 2002, Metro inventoried culverts in the region to identify barriers to fish passage. Fish passage barriers can be man-made or natural blockages to the free movement of fish species through a waterway. Upstream blockages that prevent spawning of fish, especially those that are identified as threatened or endangered, are of significant importance. Fish barriers can come in the form of culvert blockages, dams, shallow water, or a combination of factors that prevent fish from reaching their spawning grounds. Transportation projects that may develop new barriers, or intersect existing barriers will require adequate fish passage as directed by State law.

This analysis is not complete. Findings from the analysis will be added to Chapter 7 of the 2018 Regional Transportation Plan and projects in the 2018 RTP project lists intersecting these fish passage barrier locations and fish bearing streams (current and historic) will be identified.

4. Analysis of potential impacts to wetlands

Metro included wetlands in the analysis of potential conflicts as part of the high value habitat areas analysis. A separate analysis is planned. Findings from the analysis will be added to Chapter 7 of the 2018 Regional Transportation Plan and projects in the 2018 RTP project lists intersecting wetlands will be identified.

5. Analysis of potential impacts to flood hazard areas/floodplains

Metro included floodplains in the analysis of potential conflicts as part of the high value habitat areas analysis. A separate analysis is planned. Findings from the analysis will be added to Chapter 7 of the 2018 Regional Transportation Plan and projects in the 2018 RTP project lists intersecting flood hazard areas/floodplains will be identified.

6. Analysis of potential impacts to historic resources

Metro reviewed data from the National Register of Historic Places.² More than 650 historic places and structures have been listed in the National Register in the planning area. Using Geographic Information System (GIS) mapping software and data from National Register of Historic Places, the analysis identified projects within the planning area that are located within 100 feet of historic properties listed in the National Register.

Potential transportation project related impacts may include physical changes to historic transportation infrastructure, effects of road widening on historic settings or structures, effects on historic roadside elements, effects of air pollution on resources due to increased traffic, and disturbance or infringement on cultural landscapes. The nature of these impacts is highly site and project specific, and the information about historic resources is constantly evolving. It is important for each project to be evaluated in the specific context and timeframe in which it is designed with up-to-date information. There are several state and federal laws and regulations that call for preservation and/or enhancement of historic and cultural resources. Of specific relevance to transportation projects are Section 106 of the National Historic Preservation Act (NHPA) of 1966 and Section 4(f) of the Department of Transportation Act of 1966.

Findings from the analysis are reported in Chapter 7 of the 2018 Regional Transportation Plan (see section 7.4.15).

7. Analysis of potential impacts to tribal lands

Metro also reviewed tribal lands data available from the Bureau of Indian Affairs to identify potential federally recognized tribal lands in the planning area. No tribal lands were identified within or adjacent to the metropolitan planning area.

Findings from the analysis are reported in Chapter 7 of the 2018 Regional Transportation Plan (see section 7.4.15).

8. Analysis of potential impacts to clean air and greenhouse gas emissions

The greater Portland region achieved attainment status under federal law in October 2017 and is no longer required to complete an air quality conformity determination. Metro estimated future mobile source emissions of criteria pollutants: carbon monoxide (CO), precursors of smog – nitrogen oxide (NOX) and volatile organic compounds (VOC), particulate matter (PM10 and PM2.5), carbon dioxide emissions from cars and trucks operating within the greater Portland region's airshed.

Metro estimates future mobile source emissions by inputting existing and proposed transportation project information into the travel demand model to understand how travel behavior will change in the region with and without proposed investments for the years 2027 and 2040. Key travel behavior outputs include trip generated, mode split (i.e. percentage of trips taken by different transportation modes), trip distances, and vehicles miles traveled. This information is then post-processed in the transportation emissions model approved by the U.S. Environmental Protection Agency (known as MOVES2014a). MOVES includes information about vehicle fleet mix, fuel composition, and emissions rates to determine what the projected emissions of individual air pollutants and greenhouse gas emissions would be with and without the proposed transportation investments for the Portland airshed in 2027 and 2040.

² For more information on each site visit www.nationalregisterofhistoricplaces.com/or/state.html and click on Clackamas, Multnomah or Washington County.

2018 RTP Environmental Analysis and Potential Mitigation Strategies

Further, the region has estimated that other pollutants, for which there are not federal or state regulations, but which nevertheless can have health or environmental impacts. The amount of air toxics³ and ozone generated from on-road transportation sources are estimated by Metro on a voluntary basis and reported in Chapter 7 of the Regional Transportation Plan. Both air toxics and ozone are estimated to decrease substantially in the future to the year 2040 the furthest year analyzed.

Other environmental data considered by not analyzed for the 2018 Regional Transportation Plan

Other inventories previously suggested by FHWA, but not included in this analysis due to a lack of a comprehensive regional database include: Scenic/Historic/Backcountry Roads, Superfund sites, archeologically sensitive areas, previous ODOT mitigation sites, potential ODOT mitigation banks, Division of State Lands existing mitigation banks, water quality limited bodies (defined by the Department of Environmental Quality), National Marine Fisheries and U.S. Fish and Wildlife recovery/conservation plans.

Implications for projects in the 2018 Regional Transportation Plan

The RTP project lists in Appendix A, B and C identify projects that intersect with the Regional Conservation Strategy high-value habitat areas and properties listed on the National Registry for Historic Places. Information will be added to the project lists to identify projects that intersect with wildlife hotspot incident locations, culverts that are barriers to fish passage, fish bearing streams, wetlands and floodplains.

It is important to note a project's inclusion on this list does not guarantee the project will impact a given environmental or historic resource. Rather, the agency responsible for the project should be aware of its potential impacts and potential mitigation strategies available, and work to mitigate any potential issues during the project development phase as part of the environmental and land use review, consultation and permitting processes all construction projects must undergo.

Potential environmental mitigation activities are described in the next section and more generally in Chapter 3 of the Regional Transportation Plan. Projects that intersect environmental or historic resources should consider alignment options that avoid the resource area as well as environmental mitigation strategies during future project development as described in the next section and Chapter 3 of the Plan. Identifying these areas of potential conflict early in the transportation planning process allows for more meaningful consideration of mitigation strategies, including project alignment, design and construction features that avoid or minimize impacts on the resource area. It also provides information that could be used to inform estimating project planning, construction and mitigation costs as part of the overall project cost to reduce help delay in project delivery.

³ Nitrogen oxide and volatile organic compounds are precursors to Ozone. Transportation-related air toxics are: Acrolein, Arsenic, Benzene, 1,3-Butadiene, Chromium 6, Diesel particulate matter plus diesel exhaust organic gases (Diesel PM), Formaldehyde, Naphthalene, Polycyclic organic matter

Overview of Metro Efforts to Implement and Encourage Environmental Mitigation activities

The analysis conducted for the 2018 Regional Transportation Plan complements other Metro efforts to incorporate and encourage environmental mitigation strategies during the long-range planning and project development processes:

Metro Planning and Development Department Environmental Mitigation Activities and Resources:

- **Complete Streets Program** – published six best practices in transportation design handbooks – (1) *Creating Livable Streets: Street Design Guidelines for 2040* (2002), (2) *Green Streets: Innovative Solutions for Stormwater and Stream Crossings* (2002), (3) *Trees for Green Streets* (2002), (4) *Green Trails: Guidelines for Environmentally Friendly Trails* (2004), (5) *Wildlife Crossings* (2009), (6) *Lighting Regional Trails Best Practices and Recommendations* (2016) – to provide design and construction guidelines to minimize transportation impacts on natural resources and wildlife when avoidance is not possible. The first three handbooks are currently being updated and will incorporate and reference the last three more recent handbooks related to trails and wildlife.
- **Regional Active Transportation Plan and Top Ten Natural Resource Considerations for Trails Planners** – adopted in 2014 by the Metro Council, the Regional Active Transportation Plan defines a vision and policies that will make it easier to walk, bike and access to transit to work, school, parks and other destinations throughout the region. The plan recommends “Top 10 Natural Resource Considerations for Trails Planners” and mapped the Regional Active Network with the Regional Conservation Strategy high value habitat areas to show places where these considerations should be applied during future planning, project development and construction.
- **Climate Smart Strategy** – adopted in 2014 by the Metro Council, the strategy defines policies, strategies and near-term actions to guide how the region integrates reducing greenhouse gas emissions with on-going agency efforts to implement the 2040 Growth Concept and Regional Transportation Plan. Implementation of the strategy, through the Regional Transportation Plan, will reduce stormwater run-off and related water pollution, air pollution and greenhouse gas emissions.
- **Growth Management Program** – This program is responsible for managing the region’s urban growth boundary. Land inside the urban growth boundary supports community development and urban services such as roads, water and sewer systems, parks, schools and fire and police protection. The boundary is one of the tools to protect farms, forests and natural areas from urban sprawl and promote the efficient use of land, public facilities and services inside the boundary. In 2007, a system for designating urban and rural reserves was put in place, further honing criteria for bringing land into the boundary.
- **Regional Functional Plans** – Metro’s Urban Growth Management Functional Plan and Regional Transportation Functional Plan direct how local governments implement the 2040 Growth Concept and Regional Transportation Plan. Title 3 of the UGMFP addresses water quality and flood management, Title 13 addresses habitat conservation areas, including protection of riparian and upland wildlife habitat and use of habitat-friendly development practices. Metro reviews local plans as they are amended and publishes an annual compliance report. Title 1 of the RTFP addresses system design to ensure the street designs and best practices set forth in the Complete Street program handbook can be implemented in local planning and project development. Title 1 of the RTFP also provides direction on limiting new street connections and bike and pedestrian accessways that cross water resources.
- **Ongoing Consultation Activities** – Ongoing environmental mitigation consultation with relevant federal and state agencies occurs through Metro’s Transportation Policy Alternatives Committee

(TPAC) and Joint Policy Advisory Committee on Transportation (JPACT), which includes representatives from the Oregon Department of Environmental Quality (DEQ), the Oregon Department of Transportation (ODOT), and port and transit districts; the Metro Technical Advisory Committee (MTAC) and Metro Policy Advisory Committee (MPAC), which include representatives from the Oregon Department of Land Conservation and Development (DLCD), and port and transit districts. Consultation with relevant federal and state resource agencies has typically occurred as part of major project development activities, such as EIS and EA's, on a project by project basis occurred through CETAS (Collaborative Environmental and Transportation Agreement for Streamlining). Consultation with CETAS was conducted for the 2010 Regional Transportation Plan. CETAS was invited to consult on the 2014 Regional Transportation Plan. A consultation meeting with CETAS was scheduled but canceled. CETAS was dissolved in 2016. In the absence of CETAS, Metro will convene a consultation meeting with federal and state land management, wildlife and regulatory agencies and Native American Tribes for the 2018 Regional Transportation Plan on August 6, 2018. The consultation meeting will seek feedback on how best to consult with relevant agencies and Native American Tribes during future metropolitan transportation planning efforts.

Metro Parks and Nature Department Environmental Mitigation Activities and Resources:

- **Metropolitan Greenspaces Master Plan** – adopted in 1992 by the Metro Council, provides a vision for a regional system of parks, natural areas, greenways, and trails and identifies 57 urban natural areas and 34 trail and greenway corridors that define the green infrastructure for wildlife and people in the Portland metropolitan region.
- **Parks and Nature System Plan** – adopted in 2016 by the Metro Council, the Parks and Nature System Plan spells out Metro's role in protecting clean water, restoring fish and wildlife habitat and connecting people with nature close to home – and sets priorities for this unique park system into the future. The plan also describes Metro's 17,000-acre portfolio of parks, trails, natural areas and historic cemeteries.
- **Regional Natural Areas Acquisition program** – initiated in 1996 and expanded in 2006 and again in 2013 and 2016, directs Metro to purchase natural areas, trails and greenways to be held for future use as open space, parks, trails and fish and wildlife habitat. More than 17,000 acres and 90 miles of river and stream banks have been acquired by Metro since the program was initiated. In addition, Metro has investment more than \$90 million to support a broad range of community nature projects across greater Portland, helping to preserve land, restore habitat, build visitor amenities, expand nature education programs and provide outdoor experiences for historically marginalized communities.
- **Nature in Neighborhoods Initiative** – includes Metro's fish and wildlife protection program, conservation education, restoration, habitat-friendly development practices guidelines, and on-going monitoring and reporting of key natural resource indicators.
- **Regional Conservation Strategy** – The Intertwine Alliance published the Regional Conservation Strategy in 2012 as a way to identify high value habitat and develop strategies to promote effective protection and enhancement of the region's fish and wildlife habitat, water quality, and other vital ecosystems services through strong, clear vision and strategic, science-based approaches. When combined with its companion document, the Biodiversity Guide for the Greater Portland-Vancouver Region, the Regional Conservation Strategy presents a shared understanding of the nature of our region. It defines the challenges facing local wildlife and ecosystems and offers a vision, framework and tools for moving forward collaboratively to protect and restore our natural systems. The Intertwine Alliance is a coalition of more than 140 private firms, public agencies and nonprofit organizations. Representatives from Alliance

partner organizations collaborated for 2 years to create the Regional Conservation Strategy (with its supporting Biodiversity Guide for the Greater Portland-Vancouver Region) to guide the expansion, restoration and management of The Intertwine—the region’s network of parks, trails, natural areas and watersheds. The Alliance has also produced management tools, research and best practices resources on urban forestry, public engagement and other topics to advance Regional Conservation Strategy goals. This includes:

- **Regional Urban Forestry Assessment** completed in partnership with the Audubon Society and Portland State University.
- **Intertwine trail counts and survey data** – Every September since 2008, volunteers count and survey people who are biking and walking the Intertwine – the region’s trails, parks and natural areas – using nationally standardized surveying and recording methods. The count is part of the National Bicycle and Pedestrian Documentation Project’s annual gathering of trail use data at over 90 sites nationwide. Sites are selected by their link to current or future trail projects.
- **Wildlife corridors and connectivity inventory** – The Regional Connectivity Work Group (RCWG) was formed in 2016 to identify key habitat areas and the best remaining, feasible connections between these “anchor” habitats. The group’s mission is to “understand, create, and protect connectivity to support an ecologically viable, interconnected habitat system for native fish, wildlife, and plants that allows for healthy populations, safe movement and migration across rural and urban landscapes.” The RCWG has created a Connectivity Toolkit that uses GIS to identify wildlife habitat areas and potential connectivity zones, followed by ground-truthing to assess habitat conditions and potential barriers to wildlife movement. By December 2018, shapefiles of surrogate species’ habitat and connectivity barriers will be completed. The group is currently writing a strategic action plan, which includes a collaborative process for prioritizing the most important remaining habitat and connectivity areas for conservation. The timeline and partners to be engaged in identifying high priority areas at the regional scale will be determined during the strategic planning process.
- **Oregon white oak habitats inventory** – The Regional Oak Prairie Work Group (OPWG) was formed in 2012 to address conservation needs for declining Oregon white oak and associated species. Only approximately 8 percent of Oregon white oak remains in the Willamette Valley. Oregon white oak is a Habitat of Concern under Metro’s Title 13 and a high priority for many agencies and conservation organizations. The group has just completed mapping Oregon white oak on the Oregon side of the Portland-Vancouver Regional Conservation Strategy, and the data will be publicly available by summer 2018. The OPWG recently completed a Strategic Action Plan, which will guide the group’s future collaborative efforts including identifying high priority areas for future conservation. The OPWG coordinates a regional partnership of over 30 public agencies, park districts, non-profits and community-based organizations.
- **Metro Culvert Inventory** – identifies areas where fish passage was blocked. This data has not been updated since 2002.

Summary of potential mitigation strategies by resource area

When impacts cannot be avoided, efforts are made to minimize and or mitigate impacts. Environmental mitigations during project development are established in consultation with numerous federal, state and local agencies as well as interested parties responsible for and interested in environmental stewardship, including:

- Federal Highway Administration
- Federal Transit Administration
- National Marine Fisheries Service
- United States Army Corps of Engineers
- United States Bureau of Land Management (Northwest OR district office)
- United States Environmental Protection Agency
- United States Fish and Wildlife Service
- United States Forest Service
- Oregon Department of Environmental Quality
- Oregon Department of Fish and Wildlife
- Oregon Department of Forestry
- Oregon Department of State Lands
- Oregon Department of Transportation
- Oregon State Historic Preservation Office
- Oregon Parks and Recreation Department
- Oregon Water Resources Department
- Oregon Watershed Enhancement Board
- Clean Water Services

The specific types of environmental mitigation activities implemented are ultimately determined by the governing regulatory authority and are dependent upon the resource being impacted and the severity of that impact.

Mitigation activities generally follow an ordered approach:

- avoiding the impact altogether by not taking a certain action or parts of an action.
- minimizing impacts by limiting the degree or magnitude of the action and its implementation.
- rectifying the impact by repairing, rehabilitating, or restoring the affected environment.
- reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action or project.
- compensating for the impact by replacing or providing substitute resources or environments.

This ordered approach to mitigation is known as "sequencing" and involves understanding the affected environment and assessing transportation effects throughout the project development process. Among the key environmental mitigation areas of interest to Metro are:

High value habitat areas

The greater Portland region's ecosystem provides habitat to nearly hundreds of wildlife species and in an effort to help protect these species and the biodiversity of the Portland-Vancouver region, the Intertwine Regional Conservation Strategy identified high value habitat areas in the region. Avoiding disturbance of these natural areas is most desirable to preserve these resources. Where transportation improvements do have negative impacts, such impacts should be minimized and mitigated.

A discussion of additional resource specific mitigation strategies follows.

Vegetation and wildlife

Mitigation for vegetation and wildlife impacts should be coordinated with mitigation for other related environmental impacts (e.g., wetlands).

Mitigation strategies available include:

- Reducing habitat fragmentation and maintaining wildlife travel routes by strategic placement of the projects;
- Screening sensitive habitats from project view and noise; and
- Enhancing vegetation associated with wetlands and water courses for wildlife.

Fisheries

Concerns with stream crossings include the potential for water quality degradation during construction, long-term storm water treatment and loss of floodplain functions. Agency coordination with the project design team should develop potentially effective stream crossing methods and storm water management plans.

Mitigation strategies available include:

- Limiting in-water construction to designated fisheries windows;
- Provide treatment of storm water run-off;
- Limit removal of riparian vegetation and restore/replant all areas temporarily distributed during constructions;
- Limit fill within floodplains and effects to floodplain functions;
- Construct bridges or open bottom culverts when feasible; and
- Provide restoration and enhancement of fish habitat where feasible.

Wetlands

Generally, wetlands are lands where saturation with water is the dominant factor determining the nature of soil development and the types of plant and animal communities living in the soil and on its surface. For regulatory purposes under the Clean Water Act, the term wetlands means "those areas that are inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs and similar areas."⁴

Mitigation strategies available include:

- designing transportation facility to avoid or minimize the "footprint" of new impervious surfaces;
- creating new wetland areas at ratios established by the permitting agency;
- restoring or rehabilitating damaged wetlands;
- purchasing wetland credit acres from an existing wetland mitigation bank within the same watershed, if available;

Wetland mitigation should be coordinated with other environmental mitigation planning to minimize mitigation costs and to ensure a comprehensive approach to mitigation is achieved.

⁴ <http://www.epa.gov/owow/wetlands/what/definitions.html>

Mitigation Banks

A mitigation bank is a wetland, stream, or other aquatic resource area that has been restored, established, enhanced, or (in certain circumstances) preserved for the purpose of providing compensation for unavoidable impacts to aquatic resources permitted under Section 404 or a similar state or local wetland regulation. A mitigation bank may be created when a government agency, corporation, nonprofit organization, or other entity undertakes these activities under a formal agreement with a regulatory agency.

Since 2010, in the metropolitan planning area, there are two mitigation banks identified by the Oregon Department of State Lands and the United States Army Corps of Engineers. They are:

Bank Name – Fern Hill in the Tualatin Watershed

Nearest City – Forest Grove

Approval Status - Approved

Approximate Size - 28 acres

Maximum credits to be developed – 16.75 credits potential; not selling credits at this time

Bank Name – Foster Creek in the Clackamas Watershed

Nearest City - Damascus

Approval Status - Approved July 2006

Approximate Size - 72 acres

Maximum credits to be developed – 28 credits

Flood hazard areas/floodplains

A floodplain is an area designated either by the state or federal governments as being susceptible to flooding (the inundation of water in an otherwise dry area). This data is included in the Regional Conservation Strategy described previously. Floodplains are usually flat areas near a prominent water feature such as a river, creek, or lake. Transportation projects and land development can change natural drainage and create new paths for runoff, with potentially dangerous consequences. Any development within a regulated flood hazard zone or floodplain is required to take all reasonable measures necessary to minimize adverse environmental impacts resulting from the construction of the proposed project.

Mitigation strategies available include:

- building in and maintaining effective drainage systems, including ditches, culverts, and catch basins are critical in infrastructure improvements and maintenance;
- restoring temporarily disturbed vegetation with vegetation of equal or higher quality;
- restoring all habitats to their pre-construction condition;
- restoring all land and water features to their pre-construction condition; and
- preventing sedimentation and erosion to the greatest extent possible.

Threatened and endangered species

Table 1 displays potentially occurring endangered wildlife species that were considered during Metro's Goal 5 inventory in 2001. This list is based on the best professional opinion of more than two-dozen local wildlife experts at that time.

Table 1. Potentially occurring endangered wildlife species in the greater Portland region⁵

Common name	Scientific name	ODFW Strategy Species?
Aleutian Canada Goose (wintering)	<i>Branta canadensis leucopareia</i>	Yes
American Bald Eagle	<i>Haliaeetus leucocephalus</i>	Yes
Oregon Slender Salamander	<i>Batrachoseps wrighti</i>	No
Tailed Frog	<i>Ascaphus truei</i>	No
Northern Red-legged Frog	<i>Rana aurora aurora</i>	No
Northwestern Pond Turtle	<i>Clemmys marmorata marmorata</i>	No
Harlequin Duck	<i>Histrionicus histrionicus</i>	No
Northern Goshawk	<i>Accipiter gentilis</i>	Yes
Band-tailed Pigeon	<i>Columba fasciata</i>	Yes
Lewis's Woodpecker (extirpated as breeding species)	<i>Melanerpes lewis</i>	Yes
Acorn Woodpecker	<i>Melanerpes formicivorus</i>	Yes
Olive-sided Flycatcher	<i>Contopus cooperi</i> (= <i>borealis</i>)	Yes
Streaked Horned Lark	<i>Eremophila alpestris strigata</i>	Yes
Purple Martin	<i>Progne subis</i>	Yes
Yellow-breasted Chat	<i>Icteria virens</i>	Yes
Oregon Vesper Sparrow	<i>Pooecetes gramineus affinis</i>	Yes
Tricolored Blackbird	<i>Agelaius tricolor</i>	No
Yuma Myotis	<i>Myotis yumanensis</i>	No
Long-legged Myotis	<i>Myotis volans</i>	Yes
Fringed Myotis	<i>Myotis thysanodes</i>	Yes
Long-eared Myotis	<i>Myotis evotis</i>	No
Silver-haired Bat	<i>Lasionycteris noctivagans</i>	Yes
Pacific Western Big-eared Bat	<i>Corynorhinus townsendii townsendii</i>	No
Camas Pocket Gopher	<i>Thomomys bulbivorus</i>	No
White-footed Vole	<i>Arborimus</i> (= <i>Phemacomys</i>) <i>albipes</i>	No
Red Tree Vole	<i>Arborimus</i> (= <i>Phenacomys</i>) <i>longicaudus</i>	Yes

This list will be refined as part of the 2018 RTP consultation process to reflect listing changes and state and federal threatened, endangered and sensitive plant and wildlife species.

A significant portion of ESA habitat is protected from development through enforcement of various federal and state regulations. In the event that a planned transportation project will encumber identified critical habitat, various mitigation measures are immediately triggered. These mitigation

⁵ These species (as of 2001) are classified under the ESA as either Endangered, Listed Endangered, Threatened, Listed Threatened, Proposed Endangered, Proposed Threatened, Candidate, or a Species of Concern. This list includes all known native vertebrate species (and nonnative vertebrate species with established breeding populations) that currently exist within the greater Portland region for at least a portion of the year. Vagrant species (those that do not typically occur every year) are not included on this list. The species list is based on the opinion of more than two-dozen local wildlife experts.

measures included possible realignment of the entire facility or portion thereof or the establishment of new habitat either on- or off-site.

Storm water management

In 1987 Congress amended the Clean Water Act to include nonpoint sources of pollution. Nonpoint pollution occurs when runoff from land carries pollutants to receiving waters. Section 402 of the CWA provides the legal basis for the National Pollutant Discharge Elimination System (NPDES) permit program, which regulates point and nonpoint discharges. The U.S. Environmental Protection Agency (EPA) has delegated the implementation of the NPDES program to the state of Oregon. The Oregon Department of Environmental Quality administers the NPDES program through Oregon Revised Statute (ORS) 468B and associated Oregon Administrative Rules (OAR). ORS 468B.025 explicitly prohibits the discharge or placement of wastes into waters of the state, prohibits the discharge of waste that causes violations of water quality standards, and prohibits violations permit conditions. In addition to Federal requirements, many local jurisdictions have developed storm water management programs that include erosion and sediment control requirements.

Non-point pollution or uncontrolled and untreated storm water runoff from paved and other impervious surfaces carries pollutants into surface and ground waters, with negative effects on aquatic life, drinking water and recreational resources. Additionally, fast moving surface runoff erodes stream banks, channeling meandering streams into fast moving torrents during storm events. Storm water management rules regulate discharges of pollutants to surface and ground water by controlling the construction of impervious surfaces. These include paved roads and paths, parking facilities, and other development. In addition to limits on impervious surfaces, additional strategies are required to control and treat storm water in order to mitigate its potential impacts. Increasingly, “Green Infrastructure” such as pervious surfaces and the use of natural landscaping that encourage absorption of storm water at the source rather than channeling it elsewhere are encouraged where practicable. Some communities in the region, such as city of Portland, have adopted these practices.

Soil erosion and sediment control

To minimize unavoidable soil displacement occurring during construction and prevent future soil erosion, Soil Erosion and Sediment Control Plans are developed to prevent pollution of water resources as required by National Pollutant Discharge Elimination System permits and by other laws, permits, agencies and agreements. Soil Erosion and Sediment Control Plans help ensure that the proper soil stabilizing techniques have been fully incorporated into the project design prior to construction. In addition to Federal requirements, many local jurisdictions have developed storm water management programs that include erosion and sediment control requirements.

Mitigation activities available include:

- maintaining natural vegetation to the greatest extent possible;
- limiting the amount of exposed soil;
- seeding to establish vegetation in disturbed areas;
- dust control measures;
- stabilizing steep slopes;
- installing silt fencing, sediment barriers and other best management practices to secure the project area;
- re-vegetating all temporarily disturbed areas; and
- properly directing, collecting and conveying storm water runoff to reduce the volume and velocity of surface water runoff.

Historic resources

Where transportation improvements are developed which may impact on such resources, appropriate mitigation and design elements should be addressed. Section 106 of the National Historic Preservation Act (NHPA) requires all federal agencies to take into account the effects of their actions on historic properties. All properties listed in the National Register are protected by the Oregon State Historic Preservation Office. Typically mitigation activities include the preservation and documentation of these assets along with context-sensitive design of new or renovated infrastructure to complement existing streetscape or architectural features as closely as possible.

Clean air and greenhouse gas emissions

Mitigation activities are applicable throughout the region, represented throughout the Regional Transportation Plan by the emphasis on 2040 Growth Concept and Climate Smart Strategy implementation, supporting state efforts to advance cleaner, more fuel efficient vehicles as well as policies and investments that support increased use of transit, walking and biking, improving multimodal network connectivity, expanding deployment of a variety of transportation demand management (TDM) and system management and operational improvements, and strategically adding new throughway capacity. These approaches seek to reduce vehicle miles traveled and related vehicle emissions, including greenhouse gas emissions in accordance with the Metropolitan Greenhouse Gas Emissions Reduction Rule amended by the Land Conservation and Development Commission in 2017.

Green Corridors Implementation

Lead agency	Partners	Proposed timing
Metro	Cities, counties, ODOT	TBD

Green corridors were adopted as part of the 2040 Growth Concept in 1995. The purpose of green corridors is to prevent unintended urban development along these often heavily traveled routes, and maintain the sense of separation that exists between neighbor cities and the greater Portland region's urban growth boundary. The green corridor concept calls for a combination of access management, land use policies and physical improvements to limit the effects of urban travel on the routes on adjacent rural activities.

At the time, policy makers were concerned that the Metro region could eventually expand to merge to encompass neighboring cities like Sandy, Canby, Newberg and Scappoose, just as Gresham, Sherwood and Hillsboro were once separated from the main urban area by farmland. They viewed the belt of farm and forest that separates the Metro region from these cities as especially vulnerable along the state highways that connect to the neighbor cities because of the level of access and exposure to urban commute traffic.

To address this concern, Green Corridors were designated in the 2040 Growth Concept along all state highways that radiate from the Metro region to a neighbor city with a separate urban growth boundary. Because they were mostly located outside of Metro's jurisdiction, policy makers proposed that affected cities, counties and the Oregon Department of Transportation (ODOT) adopt agreements to carry out the vision for the Green Corridors. Following adoption of the 2040 Growth Concept, Metro worked with ODOT, the cities of North Plains, Canby and Sandy and Clackamas and Washington counties from 1998-2000 to develop intergovernmental agreements (IGAs) but these agreements remain unsigned. Finalizing these agreements and developing agreements for other Green Corridors remains as an outstanding issue in fully implementing the Growth Concept.

Today, the urban pressure on the rural areas between the Metro UGB and our neighbor cities continues to intensify as our neighbor cities continue to grow. Since the 2040 Growth Concept was adopted in 1995, the neighbor cities of Sandy, Estacada, Canby, Newberg, North Plains and Scappoose have collectively grown by nearly 70 percent, with a 2016 population of more than 64,000 residents, most of whom travel into the Metro region for work, goods and services.

In 2010 and 2011, the future of rural areas outside the Metro urban growth boundary was given more clarity when the elected governing bodies of Clackamas, Multnomah and Washington counties and Metro entered into agreements that determine the location and scale of urban development for the future. These agreements were the result of a two-year region-wide planning effort to determine areas for future urban expansion and areas that should remain rural for the foreseeable future. While the urban and rural reserves decision provides a more certain framework for future land use decisions and transportation improvements along the urban edge, more specific agreements for managing the Green Corridors are still needed to meet the intent of the 2040 Growth Concept. Metro will work with interested local jurisdictions to complete IGAs for Green Corridors that complement plans and IGAs for the urban and rural reserves.

9/5/18 DRAFT – under legal review

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADOPTING THE 2018	)	RESOLUTION NO. 18-4894
REGIONAL TRANSPORTATION SAFETY)	
STRATEGY	)	Introduced by Chief Operating Officer Martha
	)	Bennett in concurrence with Council
	)	President Tom Hughes

WHEREAS, in 2008 the Metro Council adopted Resolution No. 08-3940, which defined six desired outcomes for a successful region, including that “people have safe and reliable transportation choices that enhance their quality of life”; and

WHEREAS, federal law requires metropolitan planning organizations such as Metro to adopt safety performance measures and targets; and

WHEREAS, in 2012 Metro published the first Regional Transportation Safety Plan, which created a data-driven framework and urban-focused safety plan aimed at reducing fatalities and serious injuries in the greater Portland region; and

WHEREAS, in 2016 Metro created a Transportation Safety Work Group consisting of transportation safety experts, representatives from the Metro Technical Advisory Committee (MTAC) and the Transportation Policy Alternatives Committee (TPAC), and community organizations, which was tasked with providing technical input and recommendations to Metro staff regarding an update of the 2012 RTSP to be included as a topical plan as part of the 2018 Regional Transportation Plan (RTP) update; and

WHEREAS, the Transportation Safety Work Group met seven times from 2016 through 2017 and provided input to Metro staff regarding the development of a new Regional Transportation Safety Strategy (RTSS) to be adopted concurrently with the 2018 RTP; and

WHEREAS, the RTSS establishes a new regional Vision Zero safety goal, and provides updated objectives, policies, targets, and performance measures to address the common causes and types of fatal and serious injury crashes identified in the greater Portland region; and

WHEREAS, Metro released the initial draft of the 2018 RTSS for public review and comment on June 29, 2018; and

WHEREAS, Metro provided a 45-day public comment period on the draft 2018 RTSS from June 29 to August 13, 2018, and received comments through August 30, 2018; and

WHEREAS, the Metro Council held a public hearing on August 2, 2018 to accept public testimony and comments regarding the draft RTSS; and

WHEREAS, Metro staff invited four Native American Tribes, the Federal Highway Administration, the Federal Transit Administration, the ports of Portland and Vancouver, and other federal, state and local resource, wildlife, land management and regulatory agencies to consult on the public review draft RFS in accordance with 23 CFR 450.316, and convened four separate consultation meetings on August 6, 14 and 21 and September 6, 2018; and

9/5/18 DRAFT – under legal review

WHEREAS, the Metro Council, the Joint Policy Advisory Committee on Transportation (JPACT), the Metro Policy Advisory Committee (MPAC), MTAC, TPAC, the Federal Highway Administration, the Federal Transit Administration, the Oregon Department of Transportation, local government elected officials and staff, business and community leaders, public agencies, private and non-profit organizations and the public, assisted in the development of the 2018 RTSS and provided comment on the RTSS throughout the planning process conducted for the 2018 RTP update; and

WHEREAS, JPACT and MPAC have recommended approval of the 2018 RTSS by the Metro Council; and

WHEREAS, the Metro Council held two additional public hearings on the 2018 RTSS identified in Exhibit A on November 8 and December 6, 2018; now therefore,

BE IT RESOLVED that the Metro Council hereby adopts the 2018 Regional Transportation Safety Strategy attached to this Resolution as Exhibit A, as amended by the “Summary of Comments Received and Recommended Actions” in Exhibit B, as a component of the 2018 Regional Transportation Plan (RTP).

ADOPTED by the Metro Council this _____ day of _____, 2018.

Tom Hughes, Council President

Approved as to Form:

Nathan A. S. Sykes
Acting Metro Attorney

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 18-4894, FOR THE PURPOSE OF ADOPTING
THE 2018 REGIONAL TRANSPORTATION SAFETY STRATEGY

Date: September 5, 2018

Prepared by: Lake McTighe
503-797-1660

BACKGROUND

The 2018 Regional Transportation Safety Strategy (RTSS) is a topical plan of the 2018 Regional Transportation Plan (RTP) and provides updated or new regional safety goals, objectives, policies, targets and performance measures. As a topical plan of the RTP, the RTSS implements the safety elements of the RTP. As directed by the work plan of the 2018 RTP, the RTSS updates and replaces the region's first Regional Transportation Safety Plan, completed in May 2012.

Safety was identified as one of eight key policy focus areas for the update of the 2018 RTP in an effort to make greater strides towards eliminating fatal and serious injuries from traffic crashes. At the federal and state levels safety targets are more ambitious and there is increasing focus on serious crash data and interventions to make roadways safer.

The RTSS implements federal requirements that metropolitan planning organizations address thirteen planning factors, including the safety and security planning factors to “increase the safety and security of the transportation system for motorized and non-motorized users” and set safety targets and performance measures. The RTSS also helps achieve national transportation goals, as adopted by Congress “to achieve a significant reduction in traffic fatalities and serious injuries on all public roads.”

The RTSS implements state requirements within the Transportation Planning Rule that regional transportation system plans must be consistent with the Oregon Transportation Plan and its topical and modal plans, including the Oregon Transportation Safety Action Plan.

Planning process

Development of the 2018 Regional Transportation Safety Strategy (RTSS) was guided by a regional transportation safety work group (refer to Attachment 1) as part of the update of the 2018 Regional Transportation Plan (RTP). The work group met seven times and provided input and technical expertise. The Metro Council, Joint Policy Advisory Committee on Transportation (JPACT), the Metro Policy Advisory Committee (MPAC), the Transportation Policy Alternatives Committee (TPAC) and the Metro Technical Advisory Committee (MTAC) provided policy and technical guidance throughout the process. Development of the RTSS was informed by federal, state, county and city transportation safety policies and plans.

A draft RTSS was released for the 45-day public comment period on June 29, 2018. The RTSS will be finalized to reflect recommended changes from the public comment period. Refer to Attachment 2 for the public comment report.

DRAFT – under legal review

Updated and new policies

The 2018 Regional Transportation Safety Strategy (RTSS) is a topical plan of the 2018 Regional Transportation Plan (RTP) and provides updated or new regional safety goals, objectives, policies, targets and performance measures.

Safety and security goal (updated)	Goal 5 Safety and Security: People’s lives are saved, crashes are avoided and people and goods are secure when traveling in the region.
Safety and security objectives (updated)	Objective 5.1 Transportation Safety: Eliminate fatal and severe injury crashes for all modes of travel.
	Objective 5.2 Transportation Security: Reduce vulnerability of the public and critical passenger and freight transportation infrastructure to crime and terrorism.
Safety target (updated)	By 2035 eliminate transportation related fatalities and serious injuries for all users of the region’s transportation system, with a sixteen percent reduction by 2020 (as compared to the 2015 five year rolling average), and a fifty percent reduction by 2025.
Performance measures (updated and new)	In accordance with federal requirements, the RTSS provides performance measures for the number of people killed and seriously injured in traffic crashes in the region, per 100 million miles traveled (per VMT) and the number of non-motorized fatalities and serious injuries, as shown in Figure 52. Metro will also track the fatal and serious injuries per 100 thousand people. Performance targets for each of the measures are based on a five-year rolling average.
Safety policies (new)	Policy 1. Focus safety efforts on eliminating traffic deaths and severe injury crashes to achieve Vision Zero.
	Policy 2. Prioritize safety investments, education and equitable enforcement on high injury and high risk corridors and intersections, with a focus on reducing speeds and speeding.
	Policy 3. Prioritize investment that benefit people with higher risk of being involved in a serious crash, including people of color, people with low incomes, people with disabilities, people walking, bicycling, and using motorcycles, people working in the right-of-way, youth and older adults.
	Policy 4. Increase safety for all modes of travel and for all people through the planning, design, construction, operation and maintenance of the transportation system, with a focus on reducing vehicle speeds.
	Policy 5. Make safety a key consideration in all transportation projects, and avoid replicating or exacerbating a known safety problem with any project or program.
	Policy 6. Employ a Safe System approach and use data and analysis tools and performance monitoring to support data-driven decision making.
	Policy 7. Utilize safety and engineering best practices to identify low-cost and effective treatments that can be implemented systematically in shorter timeframes than large capital projects.
	Policy 8. Prioritize investments, education and equitable enforcement that increase individual and public security while traveling by reducing intentional crime, such as harassment, targeting, and terrorist acts, and prioritize efforts that benefit people of color, people with low incomes, people with disabilities, women and people walking, bicycling and taking transit.
	Policy 9. Make safety a key consideration when defining system adequacy (or deficiency) for the purposes of planning or traffic impact analysis

DRAFT – under legal review

Regional high injury corridors and intersection map (new)	The Regional High Injury Corridors and Intersections are identified to help prioritize safety near term investments. Metro will update this map every five years. In the interim, other safety investments may be identified that warrant priority based on other data and analysis.
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Strategies and actions

To address the most common causes and types of fatal and serious injury crashes identified in the region, strategies actions in the RTSS were developed in response to the crash data, patterns and trends in the 2018 Metro State of Safety Report. Six strategies and over fifty actions are identified. The RTSS does not mandate adoption or implementation of the safety strategies and actions described in the plan; they are identified as best practices to support achieving regional safety goals, objectives and targets. The six strategies are: 1) Protect vulnerable users and reduce disparities; 2) Design roadways for safety; 3) Reduce speeds and speeding; 4) Address aggressive and distracted driving; 5) Address impaired driving; 6) Ongoing engagement and coordination.

Implementation

Metro's activities for implementation of the RTSS start with development of a work program for the Regional Transportation Safety Program. The program will be coordinated with federal, state and local activities. Implementation of adopted transportation and land use plans and development of local transportation safety plans will also implement the RTSS.

ANALYSIS/INFORMATION

1. **Known Opposition** None Known

2. **Legal Antecedents**

Federal laws and actions:

- Transportation Equity Act for the 21st Century (TEA-21), signed into law in 1998.
- Safe, Accountable, Flexible, Efficient Transportation Equity Act (SAFETEA-LU), signed into law in 2005.
- Moving Ahead for Progress in the 21st Century Act (MAP-21), signed into law in 2012.
- Fixing America's Surface Transportation Act (FAST Act), signed into law in 2015.
- 23 USC 150: National goals and performance management measures, as of August 19, 2018.

State laws and actions:

- OAR 660, Division 12 Oregon Administrative Rules for Transportation Planning
- Oregon Transportation Plan, last amended May 17, 2018.
- Oregon Transportation Safety Plan, adopted 2016.

Metro Council actions:

- Resolution No. 15-4662 (For the Purpose of Approving a Work Plan and Public Engagement Plan for the 2018 Regional Transportation Plan Update), adopted by the Metro Council on December 3, 2015.
- Ordinance No. 16-1371 (For the Purpose of Adopting the Distribution of the Population and Employment Growth to Year 2040 to Local Governments in the Region Consistent with the Forecast Adopted by Ordinance No. 15-1361 in Fulfillment of Metro's Population Coordination Responsibility under ORS 195.036), adopted by the Metro Council on October 13, 2016.

3. Anticipated Effects

The following are anticipated effects of this action:

- Staff will produce a final RTSS that reflects recommended changes identified in Exhibit B to this resolution.
- A targeted review and update of the Regional Transportation Functional Plan will occur to ensure that the functional plan language and provisions are consistent with and adequately reflect new and updated safety goals, objectives and policies adopted in the 2018 RTP.
- The Regional Transportation Functional Plan will subsequently be implemented through future local Transportation System Plan updates.
- The RTSS will inform future regional planning and investment decisions and ongoing performance monitoring to meet state and federal requirements.

4. Budget Impacts No additional financial impact beyond the adopted Metro budget.

RECOMMENDED ACTION

Staff recommends the Metro Council adopt Resolution No. 18-4894.

Getting there



with a connected region

2018 Regional Transportation Plan

Transportation Safety Work Group

Background

The safety work group was one of eight technical work groups identified to provide input and technical expertise to support the 2018 Regional Transportation Plan (RTP) update. In this role, the work groups advised Metro staff on implementing policy direction from the Metro Council, the Metro Policy Advisory Committee (MPAC) and the Joint Policy Advisory Committee on Transportation (JPACT).

Briefings on the progress of the safety technical work group were made to the Transportation Policy Alternatives Committee (TPAC) and the Metro Technical Advisory Committee (MTAC) as needed to prepare for Regional Leadership Forums (joint meetings of the Metro Council, MPAC and JPACT to consider public input and provide policy direction to staff), and other policy committee briefings. The Transportation Safety work group met seven times from 2016 through 2017.

Work group charge

The safety technical work group was an informal forum to work through issues before going to TPAC and MTAC as recommendations.

1. Provide technical input and make clear recommendations to Metro staff on the update of the 2012 Regional Transportation Safety Plan including:
 - a. Safety target(s) and performance measures
 - b. Strategies and actions
2. Provide updates on relevant projects related to the charge of the work group.
3. Provide information to relevant networks, leadership and/or staff about the progress of updating the Regional Transportation Safety Plan – share any questions and concerns with the work group and work group lead.
4. TPAC and MTAC members of the work group serve as liaisons to TPAC and MTAC.
5. Assist in public outreach by providing advice and using personal networks to “get the word out.”
6. Assist Metro staff with reporting on progress of work group to Metro and other organization’s technical and policy committees.
7. Identify issues that may need to be resolved by Metro Council, MPAC and JPACT.

Work Group Members

The work group consisted of topical experts and representatives from MTAC and TPAC, or their designees. Additional members may be added if needed. The following list includes all work group members that participated.

Attachment 1 to Staff Report for Resolution No. 18-4894

First Name	Last Name	Title	Affiliation
Luke	Pelz	Senior Transportation Planner	City of Beaverton
Stacy	Revay	Transportation Planner	City of Beaverton
Kelly	Clarke	Senior Transportation Planner	City of Gresham
Jay	Higgins	Associate Transportation Planner, Urban Design and Planning Department	City of Gresham
Chris	Strong	Transportation Planning Manager, Transportation Division	City of Gresham/ MTAC member
Tegan	Enloe	Project Manager, Public Works, Transportation Division	City of Hillsboro
Amanda	Owings	Traffic Engineer	City of Lake Oswego
Clay	Veka	Program Manager, Vision Zero Action Plan/High Crash Corridor Program	City of Portland
Zef	Wagner	Associate Planner	City of Portland
Dana	Dickman	Safety Section Manager	City of Portland
Mike	Ward	Civil Engineer, Engineering	City of Wilsonville
Joe	Marek	Transportation Safety Program Manager, Transportation Engineer	Clackamas County
Anthony	Buczek	Transportation Engineer	Metro
Tom	Kloster	Planning Manager, Planning and Development Department/ Work Group Chair	Metro
Lake	McTighe	Senior Regional Planner, Project Manager/ Work Group Lead	Metro
Aszita	Mansor	Transportation Engineer	Multnomah County
Eileen	Cunningham	Transportation Engineer	Multnomah County
Brendon	Haggerty	Program Specialist	Multnomah County Health Department
Becky	Bodoyni	Program Specialist, Community Wellness and Prevention Program	Multnomah County Health Department
Andrea	Hamberg	Program Supervisor	Multnomah County Public Health Department
Kari	Schlosshauer	Pacific Northwest Regional Policy Manager	National Safe Routes to School Partnership
Nick	Fortey	Senior Community Planner	OR Division, FHWA, U.S. DOT/ TPAC member
Noel	Mickelberry	Executive Director	Oregon Walks

Attachment 1 to Staff Report for Resolution No. 18-4894

First Name	Last Name	Title	Affiliation
Jake	Davis	Volunteer, Plans and Projects Committee	Oregon Walks
Katherine	Burns	Traffic Analyst, Traffic Division	Region 1, ODOT
Lidwien	Rahman	Principal Planner	Region 1, ODOT
Stephanie	Noll	Executive Director	The Street Trust
Rob	Sadowsky	Director	The Street Trust (formerly the BTA)
Jeff	Owen	Active Transportation Planner	TriMet
Dyami	Valentine	Senior Planner, Department of Land Use & Transportation	Washington County
Stacy	Shetler	Principal Traffic Engineer, Department of Land Use & Transportation	Washington County

9/5/18 DRAFT – under legal review

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADOPTING THE 2018	)	RESOLUTION NO. 18-4893
REGIONAL FREIGHT STRATEGY AND)	
REPLACING THE 2010 REGIONAL FREIGHT	)	Introduced by Chief Operating Officer Martha
PLAN	)	Bennett in concurrence with Council
	)	President Tom Hughes

WHEREAS, in 2010 the Metro Council adopted the region's first Regional Freight Plan via Ordinance No. 10-1241B as a component of the Regional Transportation Plan (RTP); and

WHEREAS, the 2010 Regional Freight Plan defined goals, strategies and actions designed to guide the stewardship of the multimodal freight infrastructure and industrial land supply in the greater Portland region; and

WHEREAS, in 2016 Metro created a Regional Freight Work Group consisting of topical experts, Portland Freight Committee members, Transportation Policy Alternatives Committee and Metro Technical Advisory Committee members or their designees, representatives of cities and counties, the Port of Portland and Port of Vancouver, the Federal Highway Administration, and the Oregon Department of Transportation; and

WHEREAS, the Regional Freight Work Group was tasked with analyzing data regarding existing conditions and identifying trends and challenges, reviewing draft freight policy refinements and proposed actions to support implementation, and implementing policy direction from the Metro Council, the Metro Policy Advisory Committee and the Joint Policy Advisory Committee on Transportation regarding updating the 2010 Regional Freight Plan data, policies, projects and strategies; and

WHEREAS, the Regional Freight Work Group met nine times from 2016 through early 2018 and provided input to Metro staff regarding the development of a new Regional Freight Strategy (RFS) to replace the 2010 Regional Freight Plan and to be adopted concurrently with the 2018 Regional Transportation Plan (RTP); and

WHEREAS, the 2018 RFS provides a coordinated vision and strategy for freight transportation in the greater Portland region, and is the freight element of the 2018 RTP; and

WHEREAS, Metro released the initial draft of the 2018 RFS for public review and comment on June 29, 2018; and

WHEREAS, Metro provided a 45-day public comment period on the draft 2018 RFS from June 29 to August 13, 2018, and received comments through August 30, 2018; and

WHEREAS, the Metro Council held a public hearing on August 2, 2018 to accept public testimony and comments regarding the draft RFS; and

WHEREAS, Metro staff invited four Native American Tribes, the Federal Highway Administration, the Federal Transit Administration, the ports of Portland and Vancouver, and other federal, state and local resource, wildlife, land management and regulatory agencies to consult on the public review draft RFS in accordance with 23 CFR 450.316, and convened four separate consultation meetings on August 6, 14 and 21 and September 6, 2018; and

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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 Alternatives Committee (TPAC), the Federal Highway Administration, the Federal Transit Administration, the ports of Portland and Vancouver, local government elected officials and staff, business and community leaders, public agencies, private and non-profit organizations and the public, assisted in the development of the 2018 RFS and provided comment on the RFS throughout the planning process conducted for the 2018 RTP update; and

WHEREAS, JPACT and MPAC have recommended approval of the 2018 RFS by the Metro Council; and

WHEREAS, the Metro Council held two additional public hearings on the 2018 RFS identified in Exhibit A on November 8 and December 6, 2018; now therefore,

BE IT RESOLVED that the Metro Council hereby adopts the 2018 Regional Freight Strategy attached to this Resolution as Exhibit A, as amended by the “Summary of Comments Received and Recommended Actions” in Exhibit B, as a component of the 2018 Regional Transportation Plan (RTP), replacing the 2010 Regional Freight Plan.

ADOPTED by the Metro Council this _____ day of _____, 2018.

Tom Hughes, Council President

Approved as to Form:

Nathan A. S. Sykes
Acting Metro Attorney

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 18-4893, FOR THE PURPOSE OF ADOPTING
THE 2018 REGIONAL FREIGHT STRATEGY AND REPLACING THE 2010 REGIONAL
FREIGHT PLAN

Date: September 5, 2018

Prepared by: Tim Collins
503-797-1762

BACKGROUND

The Portland metropolitan region is the trade and transportation gateway and economic engine for the state of Oregon. While Portland's status as Oregon's economic crossroads permits the region to have a vibrant, diverse and flourishing economy, it also carries certain responsibilities. The multimodal freight transportation system is a foundation for economic activities and we must strategically maintain, operate and expand it in a timely manner to ensure a vital and healthy economy.

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. In these roles, Metro has been working together with regional technical and policy advisory committees and community, business and elected leaders across the region to shape the Regional Freight Strategy and supporting implementation recommendations in this resolution as part of the update of the 2018 Regional Transportation Plan. The 2018 Regional Freight Strategy ("RFS") sets regional freight policy for the Portland metropolitan area, and is a replacement of the Regional Freight Plan from June of 2010. Metro started working on the 2018 RFS in January of 2016. Metro has completed the 2018 Regional Freight Strategy attached as Exhibit A to Resolution No. 18-4893.

This Regional Freight Strategy identifies mode-specific issues, policies, strategies and investments designed to meet those responsibilities and support a truly multimodal, sustainable freight network within the Portland metro region. A systems approach to planning and managing our multimodal freight transportation infrastructure must recognize and coordinate both regional and local transportation and land use decisions to maintain seamless freight and goods flow and access that benefit us all.

The Regional Freight Strategy implements state requirements within the Transportation Planning Rule that regional transportation system plans must be consistent with the Oregon Transportation Plan and its topical and modal plans, including the Oregon Freight Plan.

Planning Process and Regional Freight Work Group

Development of the Regional Freight Strategy was informed by the Regional Freight Work Group, one of eight technical work groups convened by Metro to provide input and technical expertise to support the 2018 Regional Transportation Plan (RTP) update. In this role, the work groups were convened to advise Metro staff on implementing policy direction from the Metro Council, the Metro Policy Advisory

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Committee (MPAC) and the Joint Policy Advisory Committee on Transportation (JPACT). The Regional Freight Work Group met nine times from January 2016 through early 2018.

The regional freight work group consisted of topical experts, Portland Freight Committee members, Transportation Policy Alternatives Committee (TPAC) and Metro Technical Advisory Committee (MTAC) members or their designees, and staff from the City of Portland, larger cities in the region, Clackamas County, Multnomah County, Washington County, Port of Portland, Port of Vancouver, Regional Transportation Council (RTC), Federal Highway Administration (FHWA), and Oregon Department of Transportation (ODOT). See Attachment 1 for a full list of Freight Work Group members.

A draft Regional Freight Strategy was released for the 45-day public comment period on June 29, 2018. The strategy will be finalized to reflect recommended changes from the public comment period.

Policy context

The RFS is consistent with and implements the goals of the following federal legislation, and statewide goals and plans:

- Fixing America's Surface Transportation (FAST) Act – Federal Transportation Bill
- Oregon Transportation Plan (OTP)
- Oregon Highway Plan (OHP)
- Oregon Freight Plan

The RFS supports the implementation of Metro's 2040 Growth Concept, the region's long-range land use and transportation plan for managing growth to preserve the region's economic health and livability in an equitable, environmentally-sound and fiscally responsive manner.

RFS updates to the 2018 Regional Transportation Plan

Metro periodically reviews and updates the Regional Transportation Plan (RTP) to keep it current with transportation challenges facing the region, and to incorporate new information, technologies and strategies. The updated plan provides a blueprint for building a sustainable transportation future that allows the region to compete in the global economy and preserve the unique qualities and natural beauty that define our region. An overarching aim of the RTP is to move the region closer to the vision of the region's long-range strategy for managing growth, the 2040 Growth Concept. Fundamentally, the RTP defines a framework for making choices about the future of the region – choices about where to allocate limited transportation resources and choices about the future residents wish to see for our region and, by extension, the state of Oregon.

The 2018 Regional Freight Strategy is the freight element of the 2018 Regional Transportation Plan, providing a coordinated vision and strategy for freight in the greater Portland region. While the strategy targets needs and issues specific to the freight transportation system, key policies and actions are incorporated into the comprehensive 2018 RTP.

RFS updates and makes minor changes to the 2010 Regional Freight Plan

The 2010 Regional Freight Plan was the region's first stand alone freight plan and defined goals, strategies and actions designed to guide the stewardship of our critical multimodal regional freight infrastructure and industrial land supply, to support a sustainable, balanced and prosperous tomorrow. The 2010 Regional Freight Plan was also an element of the 2010 RTP update.

The 2018 Regional Freight Strategy updates the 2010 Regional Freight Plan with the following new or revised freight information and items:

- An updated 11x17 inch regional freight network map with a new classification for regional intermodal connectors, freight routes in Clark County, and six inset maps that make the rail network more visible.
- Regional freight network policies, with a new policy on freight safety.
- Key freight issues that have been addressed since 2010.
- Innovation and technology in freight transportation.
- New freight funding sources.
- Revised freight action plan.
- Updated RTP freight projects and programs
- Updated information on the Commodities Flow Forecast, new Economic Value Atlas and new Regional Freight Model.
- New freight monitoring measures and system evaluation measures with findings for the evaluation measures.

The proposed new and updated freight policies are:

1. Plan and manage our multimodal freight transportation infrastructure using a systems approach, coordinating regional and local decisions to maintain seamless freight movement and access to industrial areas, and intermodal facilities.
2. Manage first-rate multi-modal freight networks to reduce delay, increase reliability, improve safety and provide shipping choices.
3. Better integrate freight issues in regional and local planning and communication to inform the public and decision-makers on the importance of freight and goods movement issues.
4. Pursue a sustainable multi-modal freight transportation system that supports the health of the economy, communities and the environment through clean, green and smart technologies and practices.

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5. Protect critical freight corridors and access to industrial lands by integrating freight mobility and access needs into land use and transportation plans and street design.
6. Invest in our multi-modal freight transportation system, including road, air, marine and rail facilities, to ensure that the region and its businesses stay economically competitive.
7. Eliminate fatalities and serious injuries caused by freight vehicle crashes with passenger vehicles, bicycles, and pedestrians, by improving roadway and freight operational safety.

Recommendations and actions of the RFS

The RFS has a selection of important, achievable near-term actions, and a few long term actions that will require additional scoping and determining the availability of staff time. The near-term action items should be achievable within the next 5 years and the long-term actions would take longer than 5 years.

Achievable near-term action and long-term action items are included and recommended for implementation to support the approved regional freight and goods movement policies. Each of the freight action items is associated with one of the seven regional freight and goods movement policies (Policies 1 to 7).

Implementation of the RFS

To fulfill regional freight policy, program development, and implementation; concrete freight related projects must be built when they are needed. As part of the 2018 RFS, 2040 RTP Freight Projects were nominated by ODOT, the Port of Portland, Clackamas, Multnomah and Washington counties, and the cities within the region and are representative of round 2 of the RTP call for projects. Freight projects are defined as all those RTP projects with an investment category of “Freight” or “Throughways”, and some of the “Roads and Bridges” category. Under the “Roads and Bridges” category, freight projects are on facilities that are on the Regional Freight Network map, or are projects that provide freight access to intermodal facilities and/or industrial areas.

The RFS provides a policy direction that has been reflected in the 2018 Regional Transportation Plan. Many partners, including cities and county government, the Port of Portland, ODOT, the Metro Council, and other stakeholders will play a role in implementation of the RFS. Staff’s role of engaging, informing and coordinating will support a variety of ongoing implementation efforts related to freight funding, freight program development and projects, and the freight actions within the RFS.

ANALYSIS/INFORMATION

1. Known Opposition: None.

2. Legal Antecedents

Federal laws and actions:

- Transportation Equity Act for the 21st Century (TEA-21), signed into law in 1998.
- Safe, Accountable, Flexible, Efficient Transportation Equity Act (SAFETEA-LU), signed into law in 2005.
- Moving Ahead for Progress in the 21st Century Act (MAP-21), signed into law in 2012.

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- Fixing America’s Surface Transportation Act (FAST Act), signed into law in 2015.
- 23 USC 150: National goals and performance management measures, as of August 19, 2018.

State laws and actions:

- OAR 660, Division 12 Oregon Administrative Rules for Transportation Planning
- Oregon Transportation Plan, last amended on May 17, 2018.
- Oregon Freight Plan, last amended on Nov. 17, 2017.

Metro Council actions:

- Ordinance No. 10-1241B (For the Purpose of Amending the 2004 Regional Transportation Plan to Comply with 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), adopted by the Metro Council on June 10, 2010.
- 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), adopted by the Metro Council on July 17, 2014.
- Resolution No. 15-4662 (For the Purpose of Approving a Work Plan and Public Engagement Plan for the 2018 Regional Transportation Plan Update), adopted by the Metro Council on December 3, 2015.
- Ordinance No. 16-1371 (For the Purpose of Adopting the Distribution of the Population and Employment Growth to Year 2040 to Local Governments in the Region Consistent with the Forecast Adopted by Ordinance No.15-1361 in Fulfillment of Metro’s Population Coordination Responsibility under ORS 195.036), adopted by the Metro Council on October 13, 2016.

3. Anticipated Effects

The following are anticipated effects of this action:

- Staff will produce a final RFS that reflects recommended changes identified in Exhibit B to this resolution.
- A targeted review and update of the Regional Transportation Functional Plan will occur to ensure that the functional plan language and provisions are consistent with and adequately reflect new and updated freight goals, objectives and policies adopted in the 2018 RTP.
- The Regional Transportation Functional Plan will subsequently be implemented through future local Transportation System Plan updates.
- The RFS will inform future regional planning and investment decisions and ongoing performance monitoring to meet state and federal requirements.

4. Budget Impacts No financial impact.

RECOMMENDED ACTION

Staff recommends the Metro Council adopt Resolution No. 18-4893.

Attachment 1 to Staff Report to Resolution No. 18-4893

Regional Freight Work Group Members

Name	Affiliation
Nathaniel Brown	Portland Business Alliance
William Burgel	Burgel Rail Group
Gary Cardwell	NW Container Services, Inc.
Tim Collins	Metro, Regional Freight Work Group Lead
Lynda David	Regional Transportation Council, Washington State
Kate Dreyfus	City of Gresham
Nicholas Fortey	Federal Highway Administration
Jerry Grossnickle	Bernert Barge Lines
Jim Hagar	Port of Vancouver
Brendon Haggerty	Multnomah County – Public Health
Phil Healy	Port of Portland
Robert Hillier	City of Portland – Bureau of Transportation
Jana Jarvis	Oregon Trucking Association
Todd Juhasz	City of Beaverton
Steve Kountz	City of Portland – Bureau of Planning & Sustainability
Kathleen Lee	Greater Portland, Inc.
Jon Makler	Oregon Department of Transportation
Kate McQuillan	Multnomah County – Planning
Zoe Monahan	City of Tualatin
Joel Much	Sunlight Supply, Inc.
Don Odermott	City of Hillsboro
Carly E. Riter	Intel
Patrick Sweeney	City of Vancouver
Erin Wardell	Washington County
Pia Welch	FedEx Express
Steve Williams	Clackamas County

Regional Freight Work Group Alternates

Name	Affiliation
Steve Kelley	Washington County
Gregg Snyder	City of Hillsboro
Joanna Valencia	Multnomah County

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BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADOPTING THE 2018)	RESOLUTION NO. 18-4892
REGIONAL TRANSIT STRATEGY AND)	
REPLACING THE 2009 REGIONAL HIGH	)	Introduced by Chief Operating Officer Martha
CAPACITY TRANSIT SYSTEM PLAN	)	Bennett in concurrence with Council
	)	President Tom Hughes

WHEREAS, in 2009 the Metro Council adopted the Regional High Capacity Transit System Plan via Resolution No. 09-4025, which identified the location of potential future investments in light rail, bus rapid transit and rapid streetcar in the greater Portland region; and

WHEREAS, in 2014 the Metro Council adopted the Climate Smart Strategy via Ordinance No. 14-1346B, which calls for increased investment in our regional transit system in order to help meet state-required targets for reducing greenhouse gas emissions from light-duty vehicles; and

WHEREAS, in 2016 Metro created a Regional Transit Work Group consisting of city and county representatives, community partners and transit providers, which was tasked with providing technical input and recommendations to Metro staff regarding development of a new coordinated vision and strategy for transit in the greater Portland region; and

WHEREAS, the Transportation Safety Work Group met 19 times from 2016 through 2017 and provided input to Metro staff regarding the development of a new Regional Transit Strategy (RTS) to be adopted concurrently with the 2018 Regional Transportation Plan (RTP); and

WHEREAS, the 2018 RTS includes a regional transit vision to make transit more frequent, convenient, accessible and affordable, and adopts new and updated transit-related policies aimed at creating a seamless regional transit system in the greater Portland region; and

WHEREAS, the 2018 RTS includes updates to the Regional Transit Network map to include the 2009 high capacity transit lines, new enhanced transit concept corridors, streetcar and future transit service identified by TriMet's Service Enhancement Plans and Wilsonville's South Metro Area Regional Transit (SMART) Master Plan; and

WHEREAS, the 2018 RTS updates existing transit-related policies, performance measures and actions that are described in the 2014 RTP and Climate Smart Strategy; and

WHEREAS, Metro released the initial draft of the 2018 RTS for public review and comment on June 29, 2018; and

WHEREAS, Metro provided a 45-day public comment period on the draft 2018 RTS from June 29 to August 13, 2018, and received comments through August 30, 2018; and

WHEREAS, the Metro Council held a public hearing on August 2, 2018 to accept public testimony and comments regarding the draft RTS; and

WHEREAS, Metro staff invited four Native American Tribes, the Federal Highway Administration, the Federal Transit Administration and other federal, state and local resource, wildlife, land management and regulatory agencies to consult on the public review draft RTS in accordance with

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23 CFR 450.316, and convened four separate consultation meetings on August 6, 14 and 21 and September 6, 2018; 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 Alternatives Committee (TPAC), the Federal Highway Administration, the Federal Transit Administration, TriMet, SMART, local government elected officials and staff, business and community leaders, public agencies, private and non-profit organizations and the public, assisted in the development of the 2018 RTS and provided comment on the RTS throughout the planning process conducted for the 2018 RTP update; and

WHEREAS, JPACT and MPAC have recommended approval of the 2018 RTS by the Metro Council; and

WHEREAS, the Metro Council held two additional public hearings on the 2018 RTS identified in Exhibit A on November 8 and December 6, 2018; now therefore,

BE IT RESOLVED that the Metro Council hereby adopts the 2018 Regional Transit Strategy attached to this Resolution as Exhibit A, as amended by the “Summary of Comments Received and Recommended Actions” in Exhibit B, as a component of the 2018 Regional Transportation Plan (RTP), replacing the 2009 Regional High Capacity System Plan.

ADOPTED by the Metro Council this _____ day of _____, 2018.

Tom Hughes, Council President

Approved as to Form:

Nathan A. S. Sykes
Acting Metro Attorney

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 18-4892, FOR THE PURPOSE OF ADOPTING
THE 2018 REGIONAL TRANSIT STRATEGY AND REPLACING THE 2009 HIGH
CAPACITY TRANSIT SYSTEM PLAN

Date: September 10, 2018

Prepared by: Jamie Snook
503-797-1751

BACKGROUND

This is a critical time to consider how transit fits into our larger regional goals. The Climate Smart Strategy, adopted in 2014, provided clear direction to invest more in our transit system in order to meet regional goals and objectives related to sustainability and carbon emissions. Current growth rates will require us to expand transit service in order to provide people with transportation options and minimize congestion. Significant and coordinated investment is needed to continue to provide equivalent service as our region grows; increasing service and access will require dedicated funding, policies, and coordination from all jurisdictions. Transit also helps the region meet its equity and access goals as it is a primary mode of transportation for people with disabilities and youth, providing them with a way to get to work, school, and attain access to daily needs. Investments in transit will increase access to jobs and other community places, provide more transportation options for residents and workers, improve air quality, and reduce greenhouse gas emissions.

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. In these roles, Metro has been working together with regional technical and policy advisory committees and community, business and elected leaders across the region to shape the Regional Transit Strategy and supporting implementation recommendations in this resolution. Development of the Regional Transit Strategy (RTS) informed the transit element of the 2018 Regional Transportation Plan (RTP) update and resulted in a coordinated vision and strategy for transit in the Portland metropolitan area.

Policy context

The RTS is consistent with and implements the goals of the following statewide goals and plans:

- Oregon Transportation Plan (OTP),
- Oregon Public Transportation Plan (OPTP), the transit modal plan of the OTP,
- Oregon Transportation Options Plan, and
- Transportation Planning Rule (TPR), Chapter 660, Division 12.

The RTS supports the implementation of Metro's 2040 Growth Concept, the region's long-range land use and transportation plan for managing growth to preserve the region's economic health and livability in an equitable, environmentally-sound and fiscally responsive manner.

The RTS implements the policies and strategies identified in the Climate Smart Strategy, adopted in 2014, to provide more transportation choices, keep our air clean, build healthy and equitable communities and grow our economy – all while reducing per capita greenhouse gas emissions from cars and small trucks to meet state targets.

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The RTS incorporates the findings and priorities of the Regional High Capacity Transit System Plan, adopted in 2009, which identifies potential future HCT corridor investments. The HCT corridors are embedded in the RTS policy and are identified in the Regional Transit Network Map.

Additionally, the RTS implements the goals and policies of the Regional Framework Plan, the Urban Growth Management Functional Plan (Title 6: Centers, corridors, Station Communities and Main Streets) and the Regional Transportation Functional Plan (Section 3.08.120 Transit System Design).

The RTS also incorporates the future transit service and strategies defined by the transit agencies in TriMet's Future of Transit Service Enhancement Plans (2013-2016), TriMet's Coordinated Transportation Plan for Seniors and Persons with Disabilities (2016), Portland Streetcar Strategic Plan (2016) and City of Wilsonville's Transit Master Plan (2017).

Transit Work Group

The RTS was developed with input from the Transit Work Group, which included city and county representatives from across the region, community partners and transit providers from within and outside the region. See Attachment 1 for a full list of Transit Work Group members. The transit work group meetings were comprised of two groups: city and county representatives, community partners and transit providers and 2) transit providers that operate within and outside the Metropolitan Planning Area (MPA). The transit work group met 19 times from 2016 through 2017 to provide input on the regional transit vision, transit related policies, performance measures and monitoring targets, and strategies and actions for implementation.

Regional Transit Vision

Building off the Climate Smart Strategy, *the regional transit vision is to make transit more frequent, convenient, accessible and affordable for everyone*. The regional transit vision, policies and actions outlined in the Regional Transit Strategy build upon the policies and actions adopted in the Climate Smart Strategy and support the implementation of our 2040 Growth Concept. The Regional Transit Vision also incorporates TriMet's Service Enhancement Plans, Wilsonville's South Metro Area Regional Transit (SMART) Master Plan, Streetcar Strategic Plan and the 2009 adopted Regional High Capacity Transit System Plan into a single vision of transit in the future.

Update RTP transit-related policies

This vision has been incorporated into our transit related policies to create a seamless transit system that works for everyone. Existing policies were integrated with new policies that address: equity, maintenance and resiliency, enhanced transit concept, first and last mile, new technology and affordability. The proposed new transit policies are:

Transit Policy 1. Provide a seamless, integrated, affordable, safe and accessible transit network that serves people equitably, particularly communities of color and other historically marginalized communities, and people who depend on transit or lack travel options. (New)

Transit Policy 2. Preserve and maintain the region's transit infrastructure in a manner that improves safety, security and resiliency while minimizing life-cycle cost and impact on the environment. (New to address MAP-21 asset management and resiliency requirements)

Transit Policy 3. Make transit more reliable and frequent by expanding regional and local frequent service transit and improving local service transit options. (Revised)

Transit Policy 4. Make transit more convenient by expanding high capacity transit and improving transit speed and reliability through the regional enhanced transit concept. (New/revised)

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Transit Policy 5. Evaluate and support expanded commuter rail and intercity transit service to neighboring communities and other destinations outside the region. (Revised)

Transit Policy 6. Make transit more accessible by improving pedestrian and bicycle access to and bicycle parking at transit stops and stations and using new mobility services to improve connections to high-frequency transit when walking, bicycling, or local bus service is not an option. (New/revised)

Transit Policy 7. Use emerging technology to provide better, more efficient transit service, focusing on meeting the needs of people for whom conventional transit is not an option. (New)

Transit Policy 8. Ensure that transit is affordable, especially for people who depend on transit. (New)

Update the current Regional Transit Network Map

The Regional Transit Network is the future transit vision and includes future regional and local bus, enhanced transit corridors, high capacity transit and intercity rail. Updates to the Regional Transit Network Map include:

- reflecting transit service in the TriMet's adopted Future of Transit Service Enhancement Plans (SEPs), including: community and job connector transit service as defined by TriMet's SEPs
- reflecting transit service in the City of Wilsonville's adopted Transit Master Plan
- reflecting Enhanced Transit Concept/Corridors (ETC) identified by the City of Portland and the 2018 Regional Transportation Plan update
- reflecting the Division Transit Project Locally Preferred Alternative
- reflecting the Southwest Corridor Transit Project Locally Preferred Alternative
- Integrating the 2009 HCT Corridor Map with the following updates:
 - changing the I-5 HCT corridor designation from under development to a future HCT project;
 - changing the Portland to Lake Oswego Streetcar project designation from under development to a future HCT project;
 - Portland to Gresham in the vicinity of Powell Corridor remains a future HCT project, while the Portland to Gresham in the vicinity on SE Division St is designated as a HCT project under development, consistent with the adopted Division Transit Project Locally Preferred Alternative;
 - Portland to Sherwood in the vicinity of Barbur/Highway 99 Corridor is changed from a future HCT project to project under development; and
 - changing Clackamas Town Center to Damascus to connect to Happy Valley via the Columbia to Clackamas Corridor as a future HCT project.

Update RTP transit-related performance measures

The RTP transit-related performance measures were updated to include the performance measures and monitoring targets outlined in the Climate Smart Strategy, including transit revenue hours.

Development of the RTS also updated the transit system expansion policy framework adopted in 2009, as part of the Regional High Capacity Transit Plan. Now called the HCT Assessment and Readiness Criteria, the criteria provide a framework for the region to screen and prioritize major capital investments in transit. This framework aims to identify transit corridor capital projects that best meet regional outcomes and position projects for potential federal and other funding opportunities. The outputs of this assessment can help illustrate the strengths and weaknesses of each project and will allow project sponsors to understand opportunities to enhance how a given project will score in future evaluations.

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This process applies to any projects that are seeking Federal funding through the FTA Capital Investment Grant Program. This information along with local support is meant to help guide the regional decision making process to advance HCT investments. This additional assessment would only apply to those investments seeking FTA Capital Investment Grant (CIG) program funding (e.g. New Starts, Small Starts or Core Capacity).

Transit strategies and actions

The RTS provides a list of transit related actions to support our regional transit vision to make transit more frequent, convenient, accessible and affordable for everyone. The actions identified in the strategy support improving transit service, investing in our transit system and providing transit supportive elements to meet our vision. Some of the actions are policy based while others are actions that local and regional partners should implement.

ANALYSIS/INFORMATION

1. **Known Opposition** No known opposition.

2. **Legal Antecedents**

Federal regulations include:

- Clean Air Act [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).
- Moving Ahead for Progress in the 21st Century Act (MAP-21), signed into law in 2012.
- Fixing America's Surface Transportation Act (FAST Act), signed into law in 2015.
- USDOT rules that govern updates to RTPs [23 CFR 450 and 771], as of June 27, 2016.
- 23 U.S.C. 150: National goals and performance management measures, as of August 19, 2018.

State regulations include:

- Statewide planning goals.
- Oregon Administrative Rules for Transportation Planning (OAR Chapter 660, Division 12).
- Oregon Transportation Plan and implementing modal plans, including the Oregon Public Transportation Plan.
- Oregon Metropolitan Greenhouse Gas Reduction Targets Rule (OAR Chapter 660, Division 44), last amended in January 2017.
- Oregon Administrative Rules for Transportation Conformity, (OAR Chapter 340, Division 252).
- 2006 State Implementation Plan (SIP).

Metro legislation includes:

- Ordinance No. 10-1241B (For the Purpose of Amending the 2004 Regional Transportation Plan to Comply with 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), adopted by the Metro Council on June 10, 2010.

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- Resolution No. 09-4025 (For the Purpose of Adopting the Regional High Capacity Transit System Plan Screened Corridor Map and Evaluation Criteria), adopted on February 12, 2009.
- Ordinance No. 14-1346B (For the Purpose of Adopting the A Climate Smart Communities Strategy and Amending the Regional Framework Plan to Comply with State Law), adopted by the Metro Council on December 18, 2014.
- Resolution No. 15-4662 (For the Purpose of Approving a Work Plan and Public Engagement Plan for the 2018 Regional Transportation Plan Update), adopted by the Metro Council on December 3, 2015.
- Resolution No - 16-4702 (For the Purpose of Adopting the 2018-2021 Metropolitan Transportation Improvement Program and 2019-2021 Regional Flexible Funds Allocation Policy Statement For the Portland Metropolitan Area), adopted by the Metro Council on June 16, 2016.
- Ordinance No. 16-1371 (For the Purpose of Adopting the Distribution of the Population and Employment Growth to Year 2040 to Local Governments in the Region Consistent with the Forecast Adopted by Ordinance No. 15-1361 in Fulfillment of Metro's Population Coordination Responsibility under ORS 195.036), adopted by the Metro Council on October 13, 2016.
- Resolution No – 17-4848 (For the Purpose of Approving an Increased Multi-Year Commitment of Regional Flexible Funds for the Years 2019-34, Funding the Division Transit Project, the Southwest Corridor Transit Project, Arterial Bottleneck Projects, Active Transportation Projects and Enhanced Transit Projects, and Authorizing Execution of an Amendment to Intergovernmental Agreement Amendment with TriMet Regarding the increased Multi-Year commitment of Regional Flexible Funds), adopted by the Metro Council on November 2, 2017.
- Resolution No. 18-4886 (For the Purpose of Adopting the 2018 Regional Travel Options Strategy), adopted by the Metro Council on May 24, 2018.
- Resolution No. 18-XXXX (For the Purpose of Adopting the Southwest Corridor Locally Preferred Alternative), adopted by the Metro Council on _____.

3. **Anticipated Effects**

The following are anticipated effects of this action:

- Staff will produce a final RTS that reflects recommended changes identified in Exhibit B to this resolution.
- A targeted review and update of the Regional Transportation Functional Plan will occur to ensure that the functional plan language and provisions are consistent with and adequately reflect new and updated transit vision and policies adopted in the 2018 RTP.
- The Regional Transportation Functional Plan will subsequently be implemented through future local Transportation System Plan updates.
- The RTS will inform future regional planning and investment decisions and ongoing performance monitoring to meet state and federal requirements.
- The region will continue to implement the Regional ETC Pilot Program per direction from JPACT and the Metro Council.

4. **Budget Impacts** No additional financial impact beyond the adopted budget.

RECOMMENDED ACTION

Staff recommends the Metro Council adopt Resolution No. 18-4892.

Attachment 1 to Staff Report for Resolution No. 18-4892

Work Group Members

The work group consisted of topical experts and representatives from MTAC and TPAC, or their designees. The following list includes all work group members that participated at one point or another from 2015 to 2018. Table 1 lists the city and county representatives, community partners and transit providers. Table 2 lists the transit providers working group members.

Table 1. Transit Work Group: Regional Representatives

First Name	Last Name	Title	Affiliation
Todd	Juhasz	Transportation Division Manager	City of Beaverton
Luke	Pelz	Senior Transportation Planner	City of Beaverton
Karen	Buehrig	Transportation Planning Supervisor	Clackamas County
Dawn	Emerick	Public Health Director	Clackamas County
Scott	France	Program Coordinator	Clackamas County
Glenn	Koehrsen	Advocate	Community Representative/TPAC
Roger	Hanson	Senior Planner	CTran
Randy	Parker	Transit Planner	CTran
Jay	Higgins	Associate Transportation Planner, Urban Design and Planning Department	City of Gresham
Kathryn	Kelly	Comprehensive Planning Manager	City of Gresham
Jon	Holan	Community Development Director	City of Forest Grove
Dan	Riordan	Senior Planner	City of Forest Grove
Brad	Choi	Transportation Planner	City of Hillsboro
Gregg	Snyder	Transportation Planning Supervisor	City of Hillsboro
Grace	Cho	Associate Transportation Planner	Metro
Tim	Collins	Senior Transportation Planner	Metro
Lake	McTighe	Senior Regional Planner	Metro
André	Lightsey-Walker	Assistant Regional Planner	Metro
Amanda	Sear	Planning Intern	Metro
Jamie	Snook	Principal Planner/Regional Transit Strategy Project Manager	Metro
Denny	Egner	Planning Director	City of Milwaukie
Kate	McQuillan	Transportation Planner	Multnomah County
Joanna	Valencia	Transportation Planning & Development Manager	Multnomah County

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First Name	Last Name	Title	Affiliation
Karyn	Criswell	Regional Transit Coordinator	ODOT, Region 1
Lidwien	Rahman	Principal Planner	ODOT, Region 1
Steve	White	Project Manager	Oregon Public Health Institute
Dayna	Webb	Principal Planner	City of Oregon City
Mike	Coleman	Senior Planner	Port of Portland
April	Bertelsen	Senior Transportation Planner	City of Portland
Radcliffe	Dacanay	City Planner	City of Portland
Steve	Hoyt	Project Manager	City of Portland
Mauricio	LeClerc	Transportation Planner	City of Portland
Dan	Bower	Executive Director	Portland Streetcar Inc.
Alex	Page	Service Specialist	Ride Connection
Kari	Schlosshauer	Pacific Northwest Regional Policy Manager	Safe Routes to School National Partnership
Eric	Hesse	Regional Planning and Policy Coordinator	TriMet
Jeff	Owen	Strategic Planning Coordinator	TriMet
Chris	Deffebach	Policy Analyst	Washington County
Steve	Szigethy	Principal Transportation Planner	Washington County
Dyami	Valentine	Senior Planner, Department of Land Use & Transportation	Washington County
Dwight	Brashear	Transit Director	City of Wilsonville/SMART
Nicole	Hendrix	Transit Management Analyst	City of Wilsonville/SMART
Stephan	Lashbrook	Transit Director	City of Wilsonville/SMART
Nancy	Kraushaar	Community Development Director	City of Wilsonville
Charlie	Tso	Assistant Planner	City of Wilsonville

Attachment 1 to Staff Report for Resolution No. 18-4892

Table 2. Transit Work Group: Transit Providers

First Name	Last Name	Title	Affiliation
Julie	Wehling	Transit Manager	City of Canby, Canby Area Transit
Steve	Dickey	Transit Manager	Cherriots
Luke	Norman	Transportation System Analyst	Clackamas Community College
Teresa	Christopherson	Administrative Service Manager	Clackamas County, Social Services
Dan	Bower	Executive Director	Portland Streetcar Inc.
Julie	Wilcke	Chief Operating Officer	Ride Connection
Elaine	Wells	Executive Director	Ride Connection
Alex	Page	Service Specialist	Ride Connection
Andy	Howell	Transit Manager	City of Sandy, Sandy Area Metro
Shirley	Lyons	Transit Manager	South Clackamas Transportation District
Eric	Hesse	Regional Planning and Policy Coordinator	TriMet
Stephan	Lashbrook	Transit Director	City of Wilsonville, SMART
Steve	Allen	Transit Operations Manager	City of Wilsonville, SMART
Dwight	Brashear	Transit Director	City of Wilsonville/SMART
Nicole	Hendrix	Transit Management Analyst	City of Wilsonville/SMART
Cynthia	Thompson	Transit Manager	Yamhill County Transit Area

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BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADOPTING THE 2018)	RESOLUTION NO. 18-4869
EMERGING TECHNOLOGY STRATEGY)	
	)	Introduced by Chief Operating Officer Martha
	)	Bennett in concurrence with Council
	)	President Tom Hughes

WHEREAS, since the Metro Council adopted the Regional Transportation Plan (RTP) in 2014 there has been a proliferation of new transportation technology, travel options and services, including ride-hailing services, car share services, bike and scooter share services, and traveler information services; and

WHEREAS, in 2014 the Metro Council adopted the Climate Smart Strategy via Ordinance No. 14-1346B, which calls for the use of technology to actively manage the transportation system as one of the key strategies for reducing greenhouse gas emissions from light-duty vehicles in the greater Portland region; and

WHEREAS, from 2016 through 2018 Metro staff conducted outreach to stakeholders across the region regarding their perspectives concerning the impacts of emerging technology on transportation and their priorities for implementing new technologies, which formed the basis for a draft set of policies and near-term implementation actions that were further refined based on feedback from the Metro Council, Metro advisory committees, and technology-related stakeholder groups as part of developing a new regional Emerging Technology Strategy (ETS) to be adopted concurrently with the 2018 RTP; and

WHEREAS, Metro released the initial draft of the ETS for public review and comment on June 29, 2018; and

WHEREAS, Metro provided a 45-day public comment period on the draft ETS from June 29 to August 13, 2018, and received comments through August 30, 2018; and

WHEREAS, the Metro Council held a public hearing on August 2, 2018 to accept public testimony and comments regarding the draft ETS; and

WHEREAS, Metro staff invited four Native American Tribes, the Federal Highway Administration, the Federal Transit Administration, the ports of Portland and Vancouver, and other federal, state and local resource, wildlife, land management and regulatory agencies to consult on the public review draft ETS in accordance with 23 CFR 450.316, and convened four separate consultation meetings on August 6, 14 and 21 and September 6, 2018; 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 Alternatives Committee (TPAC), the Federal Highway Administration, the Federal Transit Administration, technology companies and stakeholder groups including the University of Oregon Sustainable Cities Initiative, the Regional Smart City Action Planning group convened by Portland State University and the City of Portland and the Technology Association of Oregon, local government elected officials and staff, business and community leaders, public agencies, private and non-profit organizations and the public, assisted in the development of the ETS and provided comment on the ETS throughout the planning process conducted for the 2018 RTP update; and

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WHEREAS, JPACT and MPAC have recommended approval of the ETS by the Metro Council;
and

WHEREAS, the Metro Council held two additional public hearings on the ETS identified in Exhibit A on November 8, 2018 and December 6, 2018; now therefore,

BE IT RESOLVED that the Metro Council hereby adopts the 2018 Emerging Technology Strategy attached to this Resolution as Exhibit A, as amended by the “Summary of Comments Received and Recommended Actions” in Exhibit B, as a component of the 2018 Regional Transportation Plan.

ADOPTED by the Metro Council this _____ day of _____, 2018.

Tom Hughes, Council President

Approved as to Form:

Nathan A. S. Sykes
Acting Metro Attorney

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STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 18-4869, FOR THE PURPOSE OF ADOPTING THE 2018 EMERGING TECHNOLOGY STRATEGY

Date: September 5, 2018

Prepared by: Eliot Rose
503-797-1825

BACKGROUND

The Portland region is nationally recognized for supporting transportation options and reducing vehicle miles traveled, and the Metro Council has demonstrated leadership in improving access to convenient, affordable, and environmentally sound transportation choices across the region. Innovations in transportation technology are bringing new transportation options to the greater Portland area, sometimes in a way that supports regional goals and sometimes in a way that conflicts with them.

In partnership with the region's cities, counties, ODOT, TriMet, other key stakeholders, Metro developed the 2018 Emerging Technology Strategy ("ETS"), attached as **Exhibit A** to Resolution No. 18-4869, as amended by Exhibit B, in order to guide innovation toward supporting regional goals. The ETS is the region's first "stand alone" plan focused on emerging transportation technologies, which include:

- New vehicle technologies such as autonomous, connected, and electric vehicles;
- New mobility services such as ride-hailing; car, bike, and scooter sharing; and microtransit, which use technologies such as smart phones, online mapping, and global positioning systems to connect travelers with vehicles or rides; and
- The increasing number of informational tools available to both travelers and transportation professional tools that draw on data generated by travelers.

Since Metro last updated the Regional Transportation Plan (RTP) in 2014, the region has seen a proliferation of new travel options and services including:

- **Ride-hailing services** (Uber and Lyft) that use apps to connect passengers with drivers who provide rides in their personal vehicles. These services began operating in cities throughout the region in 2015, and now cover the whole region. In the City of Portland, ride-hailing services now carry more people than taxis do,¹ providing over ten million rides within the city in 2017.²
- **Car share services** that allow people to rent a nearby vehicle for short trips and pay only for the time that they use. Car share service models include **stationary car share** (e.g., ZipCar, which has been serving the region for over a decade), under which cars are kept at fixed stations and users pick up cars from and return them to the same station; **free-floating car share** (e.g., Car2Go and ReachNow, which launched in Portland in 2012 and 2016 respectively, and have since expanded to other cities in the region), which allows people to pick up and drop off cars anywhere within a defined service area; and **peer-to-peer car share** (e.g., Getaround and Turo, which launched in 2012 in Portland and recently expanded their offerings), which enables people to rent cars from their neighbors on a short-term basis. There are over 1,000 station-based and

¹ http://www.oregonlive.com/commuting/index.ssf/2015/10/uber_lyft_now_dominate_portlan.html

² Conversations with Portland Bureau of Transportation staff and commissioners.

free-floating car share vehicles located throughout the region, primarily near transit stations and regional centers,³ as well as hundreds of vehicles that are shared through peer-to-peer apps.

- **Bike and scooter share services** that offer bikes or electric scooters for short-term rentals within a defined service area, typically using apps to manage access to the system. The City of Portland launched its own bike share system, Biketown, in 2016, which carried over 300,000 rides in its first year. In 2018 Portland started a four-month scooter pilot program under which three companies, Bird, Skip, and Lime, carried close to 50,000 rides in the first two weeks.⁴ Some large employers in the region operate bike share systems, and companies have reached out to cities outside of Portland within the region about launching bike share service.
- **Traveler information and payment services** that allow people to learn about and pay for their travel options online. These services can help people compare different ways of getting around (moovel, Google Maps), get detailed information on their mode of choice (TransitApp, Ride Report, Waze), track and share their trips (Strava, MapMyWalk) and pay for trips (TriMet's Tickets app, Uber/Lyft). According to surveys conducted by Metro, more people now get travel information from online services than from any other medium.

The rapid growth of these services has implications for the region's adopted Six Desired Outcomes⁵ and RTP goals, both of which include outcomes related to safe and reliable transportation choices, environmental leadership and stewardship, and equitable growth. Most new mobility services are privately operated, which means that Metro does not have direct access to data with which to evaluate how these services are affecting progress toward regional goals (this lack of data in and of itself poses a challenge to the RTP goal of increasing transparency and accountability).

Research and data from other cities suggests both opportunities and challenges. Studies from multiple cities have found that ride-hailing often draws more people away from transit, walking, bicycling and carpooling than from driving alone,⁶ increasing congestion and emissions and competing with other options in a zero-sum game rather than increasing transportation options overall. Other studies have found that ride-hailing complements transit because most trips occur during evenings and weekends, when transit runs infrequently or not at all,⁷ and ride-hailing companies claim that their services help people reduce car ownership and drive less over the long term, but no research has validated this claim.

With respect to equity, some studies have found that people with African-American sounding names are more likely to have their ride-hailing requests canceled by drivers⁸ and that communities of color experience longer wait times,⁹ while others have found that ride-hailing improves transportation options in communities that are underserved by transit, including communities of color.¹⁰ The bulk of the available research focuses on ride-hailing, which is the most widely-used service, but researchers have examined other services as well. Though impacts vary across services to a certain extent (for example, car sharing has been shown to decrease VMT and emissions¹¹), many of the challenges and opportunities are

³ http://www.oregonlive.com/commuting/index.ssf/2016/09/car-sharing_in_portland_driver.html;
<https://www.zipcar.com/portland>

⁴ <https://twitter.com/PBOTinfo/status/1027623455158501377>

⁵ 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.

⁶ Shaheen, Susan; presentation at the Urbanism Next conference, March 5, 2018.

⁷ <http://www.apta.com/resources/reportsandpublications/Documents/APTA-Shared-Mobility.pdf>

⁸ <http://www.nber.org/papers/w22776>

⁹ https://www.washingtonpost.com/news/wonk/wp/2016/03/10/uber-seems-to-offer-better-service-in-areas-with-more-white-people-that-raises-some-tough-questions/?utm_term=.54c36af0ad49

¹⁰ <https://escholarship.org/uc/item/4r22m57k>

¹¹ http://innovativemobility.org/wp-content/uploads/2015/07/Zipcar_Corporate_Final_v6.pdf,
http://innovativemobility.org/wp-content/uploads/2016/07/Impactsofcar2go_FiveCities_2016.pdf

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common across services. Table 1 summarizes how emerging technology could impact each of Metro's 2018 RTP goals.

Table 1: How emerging technology could impact Metro's 2018 Regional Transportation Plan goals

Goal	Promise	Peril
Vibrant communities	We have more space for people instead of vehicles, particularly in regional centers, because vehicles no longer need parking and use less space on the road.	We prioritize moving automated vehicles efficiently over creating space for people. The increased convenience of driving creates less development in regional centers and more in communities outside of the metropolitan area.
Prosperity	New mobility companies bring new jobs to the region, and people are able to spend more time working or at home with friends and family instead of sitting in traffic.	Automation eliminates thousands of jobs, and productivity only increases for people who can do their work from a vehicle.
Choices	Transit becomes more efficient and new mobility services make carpooling the norm.	Driving alone becomes more convenient and new services draw riders away from transit, walking and bicycling.
Reliability	Technology helps to reduce congestion as automated vehicles use roadway space more efficiently, carpooling becomes easier and transit becomes more efficient.	Technology increases congestion as driving becomes more convenient, vehicles travel more to move fewer people, there are more conflicts in high-demand areas and delivery vehicles clog local streets.
Safety and security	Automated vehicles eliminate crashes due to human error.	More pickups and drop-offs create curbside conflicts and the transportation system is vulnerable to cyberattacks.
Environment	Vehicles become cleaner and more efficient.	Vehicle miles traveled increase, offsetting the benefits of cleaner vehicles, and increased sprawl places development pressure on farmland and natural areas.
Health	Cleaner vehicles mean less pollution and better air quality, and bike share provides another active transportation option.	People live more sedentary lifestyles as driving becomes more convenient.
Equity	People who cannot or do not drive have more choices, and new options become more affordable as technology advances.	New services focus on affluent customers, while others face barriers to accessing new technology and services.
Fiscal stewardship	Technology enables more cost-effective pricing, management and operation of the transportation system.	The gas tax and other sources of transportation revenue dwindle.
Transparency	Collecting transportation data becomes more efficient.	Private companies withhold data from public agencies and resist oversight.

The impact of technology is likely to grow stronger as new technologies like automated vehicles continue to mature. The ETS includes policies and implementation actions that outline a path for Metro and its partners to influence the deployment of emerging technology so that it supports the RTP goals instead of undermining them.

The rapid development of new transportation technologies also heralds a shift in transportation planning. Over the past several decades, public agencies have been largely responsible for operating transportation services and have led the conversation about transportation investments. Now a growing number of private companies are launching new services and investing significant capital in the transportation

system. In addition to identifying policies that support the RTP goals, the ETS identifies tools and practices that public agencies can use to maintain responsible stewardship of the transportation system in an era of increasing private sector influence and disruption.

Though several new mobility services were operating in the region prior to the development of the ETS, public agency oversight of and planning for these technologies was limited to plans or regulations that focused on individual technologies (typically car sharing, bike sharing, electric vehicles, ride-hailing, or travel information) among the few jurisdictions that had seen extensive deployment of these technologies and had the capacity to plan for them. The ETS is the first planning document to take a comprehensive look at these technologies and a regional approach to planning for them.

ETS updates to the 2014 Regional Transportation Plan

The ETS is proposed for adoption as a new “stand alone” modal plan supporting the RTP. Other modal plans are the adopted Regional Travel Options Strategy, Regional Transit Strategy, Regional Freight Strategy and Regional Transportation Safety Strategy. The ETS is intended to serve as a guiding policy document, and does not create binding obligations on local governments. Instead, the ETS includes advisory policies to guide Metro partners in planning efforts related to emerging technology, which are included as new policies in Chapter 3 of the 2018 RTP. It also describes implementation actions that Metro will undertake over the next two years to advance Metro and its partners’ work on emerging technology. These actions are included in Chapter 8 of the 2018 RTP. Emerging technology touches on a variety of the other topics and policies considered in the RTP, as well as in the regional strategies for transit and freight, which have been updated to align with the policies in the Emerging Technology Strategy.

Recommendations of the ETS

The ETS identifies a vision, policies, recommended implementation actions for Metro and its partners, and two-year next steps for Metro. The four policies in the ETS describe how Metro and its public agency partners can address pressing technology-related issues over the next decade and stay on track to meet the RTP goals as technology and mobility continue to evolve. They both identify how technology can support regional outcomes and how Metro and partners should can effectively plan and manage the transportation system in an era of accelerating innovation:

1. **Equity:** Make emerging technology accessible, available and affordable to all, and use technology to create more equitable communities.
2. **Choices:** Use emerging technology to improve transit service, provide shared travel options throughout the region and support transit, bicycling and walking.
3. **Information:** Use the best data available to empower travelers to make travel choices and to plan and manage the transportation system.
4. **Innovation:** Advance the public interest by anticipating, learning from and adapting to new developments in technology.

Development of the ETS

In outreach conducted during 2015 and 2016 to identify key trends and challenges to be considered in the RTP, the Metro Council and stakeholders identified a need for the RTP to address the transformative impacts that emerging technology is having on the transportation system. Metro staff reviewed available research on the impacts of emerging technology, forecasts of when different technologies are expected to reach maturity, and technology plans and policies from peer agencies across the United States. Staff also held one-on-one conversations with over 40 stakeholders across the region – including representatives of public agencies, technology companies and advocacy and community organizations – about their priorities for emerging technology. This research and these conversations formed the basis for a draft set of policies, which Metro staff refined based on feedback from Metro Council and Metro technical and policy advisory committees; technology-related stakeholder groups including the University of Oregon

Sustainable Cities Initiative, the Regional Smart City Action Planning group convened by Portland State University and the City of Portland and the Technology Association of Oregon; and a working group convened at Metro consisting of public agency staff that met four times as the ETS was being developed. **Attachment 1** to this staff report lists the working group members. Metro staff incorporated research and policies in a draft version of the ETS, and finalized the public comment draft based on feedback from Metro committees. Metro staff addressed changes suggested during the public comment period; see **Exhibit B** to this resolution for responses to comments.

Implementation of the ETS

The ETS provides a starting point and policy direction. Many partners, including city and county governments, public agencies, the Metro Council, advocacy and community organizations, and technology companies will play a role in its implementation. Opportunities and actions for Metro and its public agency partners to implement the ETS are contained in the Policies and Actions section of the ETS. The Next Steps section of the ETS identifies four next steps for Metro to undertake in order to support the partners in implementing the ETS policies, and these next steps are included in Chapter 8 of the 2018 RTP:

1. Fund technology pilot projects
2. Convene stakeholders to establish consistent new mobility policies across the region
3. Develop better data and tools to plan for emerging technology
4. Advocate for state and federal technology policy that supports our regional goals

Because pilot projects offer a way to collect better information on how the new mobility services that currently operate in the Portland region can support RTP goals, and additional information is needed to develop and advocate for more comprehensive policies, Metro has moved ahead with the first of the actions listed above. Funding has been allocated for a program to support emerging technology pilot projects that involve cross-sector partnerships between public agencies, non-profits, and technology companies and evaluate impacts on regional goals. Staff have developed a proposal for a funding program that will support short-term implementation projects and develop the information and partnerships that will support broader action on emerging technology. The Metro Council provided feedback on and endorsement of the funding program proposal at its July 24, 2018 work session.

ANALYSIS/INFORMATION

- **Known Opposition:** None.
- **Legal Antecedents:**

State laws and actions:

- Oregon House Bill 4063 (Relating to Autonomous Vehicles; and Declaring an Emergency), adopted on April 10, 2018.
- Oregon Executive Order No. 17-21 (Accelerating Zero Emission Vehicle Adoption in Oregon to Reduce Greenhouse Gas Emissions and Address Climate Change), adopted on November 6, 2017.
- OAR 660, Division 12 Oregon Administrative Rules for Transportation Planning
- Oregon Transportation Plan, last amended on May 17, 2018.

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Metro Council actions:

- Metro Resolution No. 15-4662 (For the Purpose of Approving a Work Plan and Public Engagement Plan for the 2018 Regional Transportation Plan update), adopted by the Metro Council on Dec. 3, 2015.
- Metro Ordinance No. 16-1371 (For the Purpose of Adopting the Distribution of the Population and Employment Growth to Year 2040 to Local Governments in the Region Consistent with the Forecast Adopted by Ordinance No. 15-1361 in Fulfillment of Metro's Population Coordination Responsibility under ORS 195.036), adopted by the Metro Council on Oct. 13, 2016.
- Metro Resolution No. 18-4886 (For the Purpose of Adopting the 2018 Regional Travel Options Strategy), adopted by the Metro Council on May 24, 2018.
- Metro Resolution No. 14-1346B (For the Purpose of Adopting A Climate Smart Strategy and Amending the Regional Framework Plan to Comply with State Law), adopted by the Metro Council on December 18, 2014.

Related local government actions

- City of Portland Resolution No. 37296 (Support Smart Autonomous Vehicle Implementation), adopted on June 14, 2017.
- **Anticipated Effects:** The ETS adds new policies and updates policies related to transit and freight in the 2018 RTP, proposed for adoption on December 6, 2018. Local transportation system plans (TSP) are updated to be consistent with the 2018 RTP. The ETS is used as a guidance document in RTP and TSP updates, and as funding is sought, projects are developed and programs are implemented. The ETS will be implemented through a funding program to support technology pilot projects.
- **Budget Impacts:** None beyond the funding already dedicated to implementation of the strategy. Funding is dedicated through June 2019 by the Metro FY 2018-19 adopted budget to support a new funding program for technology pilot projects and the purchase of additional data and tools on the impacts of emerging technology develop additional data and analysis. Funding beyond June 2019 is not identified at this time to continue these efforts, nor for future updates of the ETS.

RECOMMENDED ACTION

Staff recommends the Metro Council adopt Resolution No. 18-4869.

Attachment 1 to Staff Report to Resolution No. 18-4869

EMERGING TECHNOLOGY WORKING GROUP MEMBERS

The Emerging Technology Working Group met monthly, beginning in 2018, to help refine the Emerging Technology Strategy and coordinate among public agencies in the greater Portland region on technology-related initiatives. Due to a late start in staffing and developing the Emerging Technology Strategy the working group is less formal than the other working groups involved in developing the 2018 Regional Transportation Plan. Agendas were not posted to the Metro website, and the group continues to add members and meet to discuss implementation of the Emerging Technology Strategy.

Below is the current list of working group members as of May 2018.

Member	Organization
Todd Juhasz	City of Beaverton
Katherine Kelly and Carly Rice	City of Gresham
Taylor Eidt and Peter Brandom	City of Hillsboro
Charlie Tso	City of Wilsonville
Peter Hurley and Ingrid Fish	City of Portland
Erin Wardell	Washington County
Jessica Berry	Multnomah County
Joe Marek	Clackamas County
Jeff Owen	TriMet
Andrew Dick	ODOT
Becky Steckler	University of Oregon
John MacArthur	Portland State University