



600 NE Grand Ave.
Portland, OR 97232-2736

Joint Policy Advisory Committee on Transportation (JPACT) agenda

Thursday, September 20, 2018

7:30 AM

Metro Regional Center, Council chamber

1. **Call To Order, Declaration of a Quorum (7:30 AM)**
2. **Public Communication on JPACT (7:35 AM)**
3. **Update from the Chair and Committee Members (7:40 AM)**
4. **Consent Agenda (7:45 AM)**
 - 4.1 Consideration of July 19, 2018 Minutes [18-5086](#)

Attachments: [July 19, 2018 Minutes](#)
 - 4.2 Resolution No. 18-4909, For the Purpose of Adding or Amending Existing Projects to the 2018-21 Metropolitan Improvement Program (MTIP) Involving Two Projects Impacting Portland and ODOT (AG19-01-AUG) [COM](#)
[18-5159](#)

Attachments: [Draft Resolution No. 18-4909](#)
[Exhibit A to Resolution No. 18-4909](#)
[Staff Report to Resolution No. 18-4909](#)
[Attachment 1 to Staff Report](#)
 - 4.3 Resolution No. 18-4912, For the Purpose of Adding or Amending Existing Projects to the 2018-21 Metropolitan Transportation Improvement Program Involving Ten Projects Impacting King City, ODOT, Portland, and TriMet (SP19-02-SEP) [COM](#)
[18-0172](#)

Attachments: [Draft Resolution No. 18-4912](#)
[Exhibit A to Resolution No. 18-4912](#)
[Staff Report to Resolution No. 18-4912](#)
[Attachment 1 to Staff Report](#)
5. **Information/Discussion Items**
 - 5.1 2021-2024 STIP - Safety Leverage Program (7:50 AM) **COM**
18-0168

Presenter(s): Jon Makler, ODOT

- 5.2 2018 RTP and Strategies Adoption Final Steps and Metro [COM](#)
Staff Recommendations on Public Comments Received [18-0169](#)
(8:00 AM)

Presenter(s): Kim Ellis, Metro

Attachments: [Memo: Metro Staff Recommendations on Public Comments](#)
[Final Public Comment Period Summary](#)
[Draft Exhibit C: Metro Staff Recommendations](#)
[Draft Exhibit C: Supplemental Metro Staff Recommendations](#)
[Draft Ordinance 18-1421](#)
[Draft Resolution 18-4892](#)
[Draft Resolution 18-4893](#)
[Draft Resolution 18-4894](#)
[Draft Resolution 18-4869](#)

6. Adjourn (9:00 AM)

Upcoming JPACT Meetings

- *Thursday, October 18th*
- *Thursday, November 15th*
- *Thursday, December 20th*

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ការគោរពសិទ្ធិពលរដ្ឋរបស់ ១ សំរាប់ព័ត៌មានអំពីកម្មវិធីសិទ្ធិពលរដ្ឋរបស់ Metro ឬស្នើសុំទទួលបានការបណ្តឹងរើសអើងសម្រាប់សេវាសេវាសេវា www.oregonmetro.gov/civilrights ។
បើលោកអ្នកត្រូវការអ្នកបកប្រែភាសានៅពេលអង្គប្រជុំសាធារណៈ សូមទូរស័ព្ទមកលេខ 503-797-1700 (ម៉ោង 8 ព្រឹកដល់ម៉ោង 5 ល្ងាច ថ្ងៃធ្វើការ) ប្រាំពីរថ្ងៃ ថ្ងៃធ្វើការ មុនថ្ងៃប្រជុំស្នើសុំអាចឲ្យគេសម្រួលការបកប្រែលោកអ្នក ។

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2018 JPACT Work Program

As of 9/11/18

Items in italics are tentative

September 20, 2018

- **Resolution No. 18-4908**, For the Purpose of Adding or Amending Existing Projects to the 2018-21 Metropolitan Improvement Program (MTIP) Involving Two Projects Impacting Portland and ODOT (AG19-01-AUG) (**consent**)
- **Resolution No. 18-4912**, For the Purpose of Adding or Amending Existing Projects to the 2018-21 Metropolitan Transportation Improvement Program Involving Ten Projects Impacting King City, ODOT, Portland, and TriMet (SP19-02-SEP) (**consent**)
- Chair comments TBD (5+ min)
- 2021-2024 STIP – Safety Leverage Program Presentation (Jon Makler, ODOT, 10 min)
- 2018 RTP and Strategies Adoption Final Steps and Metro Staff Recommendations on Public Comments Received (Kim Ellis; 60 min)

September 27-29: League of Oregon Cities Annual Conference, Eugene, OR

October 18, 2018

- Chair comments TBD (5+ min)
- JPACT Recommendation to Metro Council on Adoption of 2018 RTP and Strategies for Freight, Transit, and Safety (Kim Ellis; 45 min)
- Southwest Corridor LPA – Recommendation to Metro Council (Chris Ford, Metro; 30 min)

November 15, 2018

- Chair comments TBD (5+ min)
- Economic Value Atlas – Information/Discussion (Jeff Frkonja/Malu Wilkinson, Metro; 30 min)
- State Transit Investment Fund Update (TBD, TriMet; 30 min)
- *Enhanced Transit Corridor Plan Update (Jamie Snook, Metro and Kelly Betteridge, TriMet; TBD)*

November 13-15: Association of Oregon

December 20, 2018

- Chair comments TBD (5+ min)
- Propose to cancel

Parking Lot:

- Prioritization of projects/programs
- Westside Freight Study/ITS improvements
- 2021-2024 STIP Update – October
- Regional Mobility Policy Update – 2019
- Emergency Transportation Routes Project – 2019
- TSMO Strategy – 2019
- RFFA Fund Allocation – January 2019



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JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION (JPACT)

Meeting Minutes

July 19, 2018

Metro Regional Center, Council Chamber

MEMBERS PRESENT

Shirley Craddick
Nina DeConcini
Craig Dirksen (*Chair*)
Denny Doyle
Doug Kelsey
Tim Knapp
Ann McEnerny-Ogle
Paul Savas
Bob Stacey
Jessica Vega Pederson
Kris Strickler
Rian Windsheimer

AFFILIATION

Metro Council
Oregon Department of Environmental Quality
Metro Council
City of Beaverton, Cities of Washington County
TriMet
City of Wilsonville, Cities of Clackamas County
City of Vancouver
Clackamas County
Metro Council
Multnomah County
Washington State Department of Transportation
Oregon Department of Transportation

MEMBERS EXCUSED

Roy Rogers

AFFILIATION

Washington County

ALTERNATES PRESENT

Emerald Bogue
Bernie Bottomly
Chris Warner
Carly Francis

AFFILIATION

Port of Portland
TriMet
City of Portland
Washington State Department of Transportation

OTHERS PRESENT: Nicole Hendrix, Lisa Wilson, Jessica Berry, Jamie Huff, Abigail Elder, Marcie Graf, Mark Gamben, Todd Juhasz, Theresa Kohloff, Jeff Gudman, Sharon Nasset, Jeff Owen, Dwight Brashear, Shawn Donsony, Jef Dalin, Tom Mills, Cowley Farres, K. Schlosshauer, N. Starin, and Mandy Putney

STAFF: Alison Kean, Miranda Mishan, Margi Bradway, Ernest Hayes, Roger Gonzalez, Sara Farrokhzadian, Sima Anekonda

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

JPACT Chair Craig Dirksen called the meeting to order at 7:34 AM. He asked members, alternates and meeting attendees to introduce themselves.

2. PUBLIC COMMUNICATION ON JPACT ITEMS

Ms. Sharon Nasset, Economic Transportation Alliance – Ms. Nasset reflected on the Burnside Bridge Project discussed during the previous meeting. She supported the idea of using a movable bridge and posed concerns over the size of the bridge. She described various structural issues on West and East Burnside.

Aaron Brown, member of the public – Mr. Brown stated his comments were in response to HB 2017 Project Update. He expressed that the Albino Vision would be threatened by ODOT's plan. He mentioned that the Albino Vision includes building a dense and diverse neighborhood with affordable housing. Mr. Brown expressed that ODOT's plan would demolish Harriet Tubman Middle School playground. He also mentioned that public health researchers recommended that students of Harriet Tubman Middle School not be given outdoor recess due to the area's poor air quality. Mr. Brown expressed that ODOT's plan would make the air quality worse for these students. He noted that ODOT's plan would not adequately address traffic fatalities. Mr. Brown described how climate change would negatively affect Mount Hood and encouraged JPACT to take appropriate steps to mitigate the issue.

3. UPDATES FROM THE CHAIR AND COMMITTEE MEMBERS

Chair Dirksen mentioned that JPACT meeting scheduled for August 16th was cancelled. He then recognized Sara Farrokhzadian in her new role as Legislative Engagement Coordinator.

Chair Dirksen reminded that the 2018 RTP Update Public Comment Period would continue through August 13, 2018. He stated the draft showed how to make progress on safety, equity, and travel options. Chair Dirksen expressed that the RTP could realize transportation goals with the appropriate funding. He urged JPACT members to notify their constituents of the Public Comment Period to increase awareness of the plan. He drew attention to the Briefing Book which provided more context for the 2018 RTP. He reflected on the amount of work that went into creating the 2018 RTP and expressed gratitude for these efforts.

Mayor Tim Knapp addressed the need for a high level integrated visioning process. He described the wide spread of support for a process which would focus on an integrated transportation system. He stated that the proposal would encourage the RTP to include a taskforce to consider questions around broad planning issues. Mayor Knapp spoke to the concern that aggregating smaller plans would not yield an over-arching vision for the entire region. He expressed that a proposal would be put forth before the end of the public comment period.

Mayor Knapp discussed the freight strategy and described how it related to Wilsonville. He mentioned that the south corridor was not reflected in the strategy despite the congestion issues in that area. He wondered if more research could be done to further analyze the southern corridor.

4. CONSENT AGENDA

MOTION: Chair Dirksen moved and Mayor Doyle seconded to approve the consent agenda.

ACTION: With all in favor, the motion passed.

5. INFORMATION/DISCUSSION ITEMS

5.1 HB 2017 Project Update

Key elements of the presentation included:

Ms. Mandy Putney reminded that HB 2017 provided multimodal investments for Oregon. She stated that they would provide an update on the following projects: investments in safe routes to school, bicycle and pedestrian, Connect Oregon, transit, and bottle neck relief projects. Ms. Putney also stated that a status update would be provided for the northern improvements on 205, Oregon 217, and multimodal improvements on the Rose Quarter.

Ms. Megan Channell stated that the first project was to improve safety and operations on 205 and installing active transport management between Glenn Jackson Bridge and Johnson Creek Boulevard. Ms. Channell described that HB 2017 provided \$35.7 million in project funding which would cover full design of the project. She mentioned that construction would begin in December 2018. Ms. Channell described that the northbound auxiliary lane would reduce accidents and congestion. She expected that this project would be completed by December 2019. Ms. Channell listed out the active traffic management tools: available speed sign, electronic traveler information signs, provide travelers with real time information. She said that the project was moving forward on schedule and within the budget.

Councilor Bob Stacey asked what median widening consisted of. Ms. Channell said that it would add shoulder area to the medians. She explained that this was significant because it would allow for space for stalled vehicles to pull into and would be utilized by emergency vehicles. Councilor Stacey then asked if that design would include the ability for bus on shoulder. Mr. Rian Windsheimer stated that a larger scale study would be conducted to see if that was a possibility. Mr. Windsheimer emphasized that the shoulders needed to be capable of running traffic.

Ms. Channell introduced the I-205 Widening and Seismic Improvements Projects which would address congestion and traveler safety issues. She stated that the project would add a third lane on I-205 and would seismically upgrade the Abernathy Bridge. She stated that adding a third lane would improve traffic operations, improve crashes, and make I-205 a consistent throughway interstate. She mentioned that active traffic management would be included to provide travelers with real time traffic information.

Ms. Channell stated that ODOT submitted a complete report to the legislature which included: how ODOT would deliver the plan, definition of the plan's scope, the phrasing plan, and costs. Ms. Channell expressed that the phrasing included Package A, B, and C.

Ms. Channell stated that Package A was the Abernathy Bridge changes. She mentioned that construction of that package would begin in 2020 and would cost about \$250 million. Ms. Channell noted that Package B would include I-205 widening and the replacement of the bridges in that segment. She stated that this project would begin in 2021 and estimated to cost \$200 million. She said that Package C was the Active Traffic Management system with an

estimated cost of \$5 million. She stated that the active traffic management system could be utilized during future construction projects. She mentioned that ODOT secured funding through mid-2019, however more funding would be needed.

Ms. Channell discussed the Oregon 217 Auxiliary Lanes project which would provide safety and operation improvements to the corridor. She stated that the improvements were expected to reduce crashes by 30-75%, improve regional economy, and improve air quality.

Ms. Channell detailed the improvements that would be made on OR 217 in the southbound direction: an addition of auxiliary lane, building a new frontage road, and creating wider highway shoulders. She then listed the following northbound improvements: new auxiliary lane and widening of Scholls Ferry off ramp. Ms. Channell assured that construction would be in 2020 and would utilize a phased approach. She stated that construction was expected to be completed in 2022.

Ms. Channell discussed the I-5 Rose Quarter Improvement project would include changes to transportation system, and improves the commute of different users. She identified the project area, which included a segment with the highest crash rate in the state. She stated that the local street network includes a high number of users and concluded that this area serves a high number of people. Ms. Channell explained the design concept included multimodal transportation elements. She stated that these improvements were expected to reduce crashes by 25%. She stated that the bridges that cross over I-5 would also need to be redone. She stated that these bridges would be rebuilt as highway covers to provide space for pedestrians and bicycles. Ms. Channel mentioned that a new pedestrian and bicycle only bridge would be created as well.

Ms. Channell stated that I-5 Rose Quarter improvement was undergoing an environmental assessment and would be available in the Fall 2018. She explained when the design would begin and that construction would take approximately 40-45 years to complete. Ms. Channell informed that the estimated cost of projects was estimated to be \$450 million to \$500 million and stated that the majority of funding would come from HB 2018.

Member discussion included:

- Councilor Stacey remarked that it was time to heal and restore the African American community that was torn out by I-5 and the OCC. He asked if this plan was sufficient for that community healing. Ms. Channell relayed that the environmental assessment would include a number of resource topics and that ODOT had been working with the Albina Vision to include community values. Council Stacey emphasized that that they needed a robust environmental process to assess how marginalized populations would be impacted. Ms. Channell stated that ODOT was undergoing an Environmental Assessment process. Ms. Putney identified the distinction between the I-205 project and the Rose Quarter project. Mr. Windsheimer clarified the number of lanes for I-5 Northbound and Southbound.
- Mr. Windsheimer mentioned that when discussing this project, there was a tendency to focus on impacts and where it was taking place. He stated that it was also important to review central plans, quadrant plans and the development of the school area.

- Mr. Doug Kelsey emphasized the importance of creating intentional construction strategies to increase transit mobility.
- Mr. Windsheimer highlighted the plan's use of CMGC to minimize the impact of construction.
- Mayor Tim Knapp asked about the scheduling and funding for the I-205 project. He also inquired about tolling on the freeway. Ms. Putney informed that the project assumed full funding and mentioned that funding had not been identified. Ms. Putney indicated that there would be other forms of pricing that would provide a substantial amount of revenue. Mr. Windsheimer provided further clarity on the tolling process.
- Commissioner Paul Savas stated that after adding a lane to the Sunrise Corridor, the lanes did not become congested. He reported that air quality improved when vehicles continue moving.
- Commissioner Jessica Vega Pederson remarked she received positive feedback from the Albina Vision regarding ODOT's plan.
- Councilor Shirley Craddick inquired about the bus on shoulder policy. Mr. Windsheimer stated they the shoulder would be capable of carrying traffic and could carry more than a bus. He mentioned that there were concerns of running busses on a shoulder as they approach ramps and would therefore need to further analysis.

5.2 Jurisdictional Transfer Assessment Program Update

Ms. Margi Bradway remarked that the Jurisdictional Transfer was included in the RTP. She mentioned that the 2010 RTP utilized the term "orphan highways" and emphasized the decision to move away from that term. She discussed that there were over 1,000 projects listed in the RTP. She remarked that during project list development, several local jurisdictions put financially constrained funding against state owned roadways.

Ms. Bradway provided background information on 82nd avenue. She informed that in 1934, 82nd avenue was originally built for farm roads and therefore did not function as a city street. She explained that this posed an accessibility and mobility issues. She shared that I-205 became the major mobility corridor plan in 1983.

Ms. Bradway informed that the Portland region had the highest concentration of state owned arterials. She remarked that there was no process for how transfers should proceed. She mentioned that the purpose of the jurisdictional assessment program was to identify potential state owned routes, identify gaps in deficiencies to inform cost estimates, prioritize routes for potential transfers, and identify barriers and opportunities to the transfer.

Ms. Bradway summarized the following steps for the project: 1) Identify roadways that might be candidates for jurisdictional transfer, 2) Compile data, 3) Evaluate costs and local readiness, 4) Prioritize roadways, and 5) Readiness, risks and legal mechanisms. Ms. Bradway explained that the steps identified readiness and would help identify funding sources in the future.

Ms. Bradway alerted that the public comment for the RTP would end on August 13, 2018. She mentioned from August to October, TPAC would make recommendations JPACT. She then alerted that the Metro Council would consider MPAC and JPACT recommendations from November to December.

Member discussion included:

- Commissioner Savas discussed tolling and diversion. He said he asked how the transfer would be managed into the future and what would the commitments be in light of diversion? Chair Dirksen added that streets that see diversion due to tolling would also need to consider safety issues.
- Mr. Chris Warner stated that Portland was looking for policy changes while larger plans were established and stated that the transfer would take a long time. Ms. Putney expressed that the safety conversation could happen concurrently.
- Mr. Windsheimer expressed concerns over funding and encouraged that funding sources be identified while other evaluations occur. He also seconded Mr. Warner's point.
- Chair Dirksen emphasized that crafting the Jurisdictional Assessment provided a process so that a transfer could ensue.

5.3 HB 2017 State Transit Investment Fund Committee Update

Key elements of the presentation included:

Mr. Bernie Bottomly reported on the transit components of HB 2017. He expected that the program will ramp up in 2020. He stated the bill tasked TriMet at the regional coordinator to discuss how funds would be used.

He said the plan's funding must be used to increase frequency and expand services to areas with high concentrations of low income people. He mentioned that funds may be used for natural gas or electrical bus conversion and stated that fare reduction was an eligible expense. He continued to state that TriMet made a commitment to the legislature that they would include a low income fare program if the program was successful. He remarked that the funds needed to improve connections inside and outside of the region. He informed that 1% of funds would be for student transportation. He mentioned that none of the funds were allowed for light rail construction.

Mr. Bottomly provided an overview of the plan's cash flow. He mentioned that the plan included a buffer in case revenue was lower than expected. Mr. Bottomly stated that the Tri-County area was expected to receive \$51 million. He then said that \$5 million will go to non-TriMet providers. He informed that data about where the revenue was generated was collected from the Department of Labor. He mentioned that there were portions of each of the three counties that did not have an overlapping transit provider. He said that in those cases, the funds would go to the county and the county would be responsible for managing the provision of services. He explained that \$3 million would go to shuttle and connective services.

Mr. Bottomly remarked that sub plans were developed in different areas that would later be aggregated into a single application under ODOT. He explained that there needed to be a coordination plan which would then be received by the STIF Advisory Committee then the TriMet Board.

Mr. Bottomly said that the legislation required that ODOT set up an advisory committee to represent various interests. He said that the committee made the preliminary decision to

implement a new tax. Mr. Bottomly informed that the committee agreed to approve the low income fare program. He said they also allocated \$4 million to new TriMet services.

Mr. Bottomly stated the committee analyzed where people would want to travel to and how to connect them to those destinations. He described the public outreach process using public hearings, online surveys, and community organizations.

Mr. Bottomly summarized the following committee interests: additional fare discounts, investment in congested areas, and an electric bus strategy.

Mr. Tom Mills mentioned that based on the public outreach, categories were grouped into three tiers including service improvements and transit priority. He expressed interest in adding improvements to the streetcar lines and adding on demand improvements to seniors and those with disabilities. He explained that 90% of funds had been allocated.

Member discussion included:

- Commissioner Savas asked for tangible items to help respond to public comments and questions.

6. ADJOURN

JPACT Chair Dirksen adjourned the meeting at 9:00 A.M.

Respectfully Submitted,

A handwritten signature in black ink, appearing to be 'Sima Anekonda', written over a circular stamp or mark.

Sima Anekonda
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF July 19, 2018

| ITEM | DOCUMENT TYPE | DOC DATE | DOCUMENT DESCRIPTION | DOCUMENT NO. |
|-------------|----------------------|-----------------|---|---------------------|
| 5.1 | Presentation | 7/19/18 | HB 2017 Project Updates | 071918j-01 |
| 5.2 | Presentation | 7/19/18 | 2018 Regional Transportation Plan: Jurisdictional Transfer Assessment Program | 071918j-02 |
| 5.3 | Presentation | 7/19/18 | HB 2017 | 071918j-03 |

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADDING OR) RESOLUTION NO. 18-4909
AMENDING EXISTING PROJECTS TO THE)
2018-21 METROPOLITAN TRANSPORTATION) Introduced by Chief Operating Officer
IMPROVEMENT PROGRAM INVOLVING TWO) Martha Bennett in concurrence with
PROJECTS IMPACTING PORTLAND AND) Council President Tom Hughes
ODOT (AG19-01-AUG))

WHEREAS, the Metropolitan Transportation Improvement Program (MTIP) prioritizes projects from the Regional Transportation Plan (RTP) to receive transportation related funding; and

WHEREAS, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council approved the 2018-21 MTIP via Resolution 17-4817 on July 27, 2017; and

WHEREAS, JPACT and the Metro Council must approve any subsequent amendments to add new projects or substantially modify existing projects in the MTIP; and

WHEREAS, the U.S. Department of Transportation (USDOT) has issued clarified MTIP amendment submission rules and definitions for MTIP formal amendments and administrative modifications that both ODOT and all Oregon MPOs must adhere to which includes that all new projects added to the MTIP must complete the formal amendment process; and

WHEREAS, Metro received a federal Highway Infrastructure Program funding allocation of \$5,185,063 from FHWA as part of the statewide appropriation of HIP funds to the State of Oregon, and

WHEREAS, the eligibility and use of HIP is limited to supporting roadway construction improvement projects with an eligibility priority on the construction of highways, bridges, and tunnels; and

WHEREAS as a condition for their use, the HIP funds must be obligated no later than September 30, 2021 or will lapse and must be fully expended by September 30, 2025; and

WHEREAS, a review of eligible projects by Metro and ODOT-Salem based on the eligibility, obligation, and expenditure restrictions resulted in the North Rivergate Blvd Freight project emerging as the best candidate project for the HIP funds; and

WHEREAS, the city of Portland will provide Metro a local fund exchange of \$4 million in return to support of Metro's regional planning needs for the \$5.1 million commitment of federal HIP funds to the North Rivergate Blvd Freight Project which maximizes a fund leveraging opportunity supporting both regional construction implementation plus planning needs; and

WHEREAS, the draft 2018 Regional Transportation Plan (RTP) identifies a number of plans and projects in need of further planning and project development work in the near-term which the local fund exchange will support; and"

WHEREAS, ODOT's OR217 Southbound: OR10 to OR99W project will include the construction of sound walls as part of the project scope and has secured implementation phase funding (Right of Way, Utility Relocation, and Construction phase funding) for the project which is being programmed through this amendment; and

WHEREAS, an existing consistency issue between the project and the current 2014 Regional Transportation Plan (RTP) exists, but will be resolved upon approval of the new draft RTP this December; and

WHEREAS, construction of the sound walls requires an early initiation of pre-acquisition right-of way activities; and

WHEREAS, a review of the project schedule and the needed pre-right-way acquisition activities against the current and new draft RTP does not appear to pose a consistency or legal issue for our federal oversight agencies, Metro, or ODOT; and

WHEREAS, Metro has requested from FHWA an early right-of way phase obligation exception to allow the pre-right-of-way activities involving the sound walls to be initiated to help ensure the project stays on schedule; and

WHEREAS, all amended projects were evaluated against six revised MTIP review factors to ensure all requested changes and additions can be accomplished legally through the MTIP amendment process; and

WHEREAS, the MTIP review factors included project eligibility/proof of funding, RTP consistency with the financially constrained element, consistency with RTP goals and strategies, determination of amendment type, inclusion in the Metro transportation regional models, determination of Regional Significance, fiscal constraint verification, and compliance with MPO MTIP federal management responsibilities; and

WHEREAS, the MTIP's financial constraint finding is maintained as all projects proof of funding has been verified; and

WHEREAS, no negative impacts to air conformity will exist as a result of the changes completed through the July 2018 Formal MTIP Amendment; and

WHEREAS, all projects included in the August 2018 (for FFY 2019) Formal MTIP Amendment successfully completed a required 30-day public notification/opportunity to comment period without any significant issues raised; and

WHEREAS, TPAC received their notification and recommended approval on August 3, 2018 and approved the amendment recommendation to JPACT; now therefore

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT on September 20, 2018 to formally amend the 2018-21 MTIP to include the August 2018 (FFY 2019) Formal Amendment bundle consisting of two projects.

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

Tom Hughes, Council President

Approved as to Form:

Nathan Sykes, Acting Metro Attorney

2018-2021 Metropolitan Transportation Improvement Program
 Exhibit A to Resolution 18-4909



| Proposed August 2018 Formal Amendment Bundle | | | |
|--|-------------|---------------------------------|---|
| Amendment Type: FORMAL, AG19-01-AUG | | | |
| Total Number of Projects: 2 | | | |
| ODOT Key | Lead Agency | Project Name | Required Changes |
| Project #1 18841 | ODOT | OR217 Southbound: OR10 - 99W | <p>ADDING REQUIRED PAHSE FUNDING:</p> <p>The amendment adds required and approved funding to this named HB2017 project to the Right-of-Way (ROW) and Construction phases bringing the project up to its fully funded level of \$47 million. The amendment is also moving forward now to enable the ROW phase to obligate early during FFY 2019 to initiate pre-ROW acquisition activities supporting the later construction of the required sound walls.</p> |
| Project #2 19300 | Portland | North Rivergate Freight Project | <p>COST INCREASE:</p> <p>The formal amendment adds \$5,185,063 of federal Highway Infrastructure Program (HIP) funds and \$1,000,000 of Immediate Opportunity Funds (IOF) along with match to the construction phase to address a funding shortfall. Based on the 30% design cost estimate for the project, the North Rivergate Blvd overcrossing at the UPRR is fully funded now.</p> |

Exhibit A to Resolution 18-4909

2018-2021 Metropolitan Transportation Improvement Program Chapter 5 Tables Amendment
 Action: Amend the MTIP to increase or adjust required funding and scope, or add new projects



| PROJECT #1 EXISTING MTIP PROGRAMMING (from the 2015 MTIP) | | | | | | | | | |
|--|---|-------------|--|----------|-------------------------|--------------|----------------------------|--------------|--------------|
| ODOT Key | MTIP ID | Lead Agency | Project Name | | | | | Project Type | Project Cost |
| 18841 | 70782 | ODOT | OR217 Southbound: OR10 - OR99W | | | | | Highway | \$ 3,302,832 |
| Project Description: | | | Consolidate the SB Allen Blvd on-ramp with the SB Denny off-ramp | | | | | | |
| Existing MTIP Project Fund Programming by Phase | | | | | | | | | |
| Fund Type Code | Fund Code | Type | Year | Planning | Preliminary Engineering | Right of Way | Other (Utility Relocation) | Construction | Total |
| HSIP | | Federal | 2014 | | \$ 758,254 | | | | \$ 758,254 |
| Local | Match | Local | 2014 | | \$ 63,969 | | | | \$ 63,969 |
| State STP-FLX | M240 | Federal | 2014 | | \$ 1,934,451 | | | | \$ 1,934,451 |
| Local | Match | Local | 2014 | | \$ 221,407 | | | | \$ 221,407 |
| Other | OTH0 | Overmatch | 2014 | | \$ 324,751 | | | | \$ 324,751 |
| | | | | | | | | | \$ - |
| | | | | | | | | | \$ - |
| Total: | | | | \$ - | \$ 3,302,832 | \$ - | \$ - | \$ - | \$ 3,302,832 |
| Notes: | 1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment. 2. Shaded rows (funding in years before 2018): Funding in year prior to 2018 are considered prior obligated years. These funding years are outside the existing active years of the 2018-2021 MTIP. In the MTIP, the funding is totaled and listed as "Prior Obligated". 3. HSIP = Federal Highway Safety Improvement Program funds allocated to ODOT to be used for various types of safety improvement projects. 4. State = General state funds committed by ODOT normally in support of the required match to the federal funds. 5. Local = General local funds committed by the lead agency in support of the required local match to the federal funds. 6. State STP-FLX = Federal Surface Transportation Program funding allocated to ODOT from FHWA. 7. Other = Additional local funds the lead agency commits to the project above the required match to the federal funds. Referred to as "Overmatch". | | | | | | | | |
| Amendment Summary Proposed changes are stated on the next page | | | | | | | | | |

| PROJECT #1 PROPOSED AMENDED CHANGES | | | | | | | | | |
|---|--|-------------|---|----------|-------------------------|--------------|----------------------------|---------------|---------------|
| ODOT Key | MTIP ID | Lead Agency | Project Name | | | | Project Type | Project Cost | |
| 18841 | 70782 | ODOT | OR217 Southbound: OR10 - OR99W | | | | Highway | \$ 47,502,832 | |
| Project Description: | | | On OR217 from OR10 to OR99W, lane construct lane segments between existing aux lanes to provide a 3rd SB through lane, IC ramp improvements, shoulder widening, and construct sound walls | | | | | | |
| Amended MTIP Fund Programming by Phase | | | | | | | | | |
| Fund Type Code | Fund Code | Type | Year | Planning | Preliminary Engineering | Right of Way | Other (Utility Relocation) | Construction | Total |
| HSIP | MS30 | Federal | 2014 | | \$ 758,254 | | | | \$ 758,254 |
| Local | Match | Local | 2014 | | \$ 63,969 | | | | \$ 63,969 |
| HSIP-FAST | ZS30 | Federal | 2014 | | \$ 1,934,451 | | | | \$ 1,934,451 |
| Other | Overmatch | Local | 2014 | | \$ 546,158 | | | | \$ 546,158 |
| ADVCON | ACPO | Federal | 2019 | | | \$ 179,460 | | | \$ 179,460 |
| State | Match | State | 2019 | | | \$ 20,540 | | | \$ 20,540 |
| ADVCON | ACPO | Federal | 2020 | | | | | \$ 39,481,200 | \$ 39,481,200 |
| State | Match | State | 2020 | | | | | \$ 4,518,800 | \$ 4,518,800 |
| | | | | | | | | | \$ - |
| Total: | | | | \$ - | \$ 3,302,832 | \$ 200,000 | \$ - | \$ 44,000,000 | \$ 47,502,832 |
| Notes: | <p>1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment.</p> <p>2. Shaded rows (funding in years before 2018): Funding in year prior to 2018 are considered prior obligated years. These funding years are outside the existing active years of the 2018-2021 MTIP. In the MTIP, the funding is totaled and listed as "Prior Obligated".</p> <p>3. HSIP = Federal Highway Safety Improvement Program funds allocated to ODOT to be used for various types of safety improvement projects.</p> <p>4. State = General state funds committed by ODOT normally in support of the required match to the federal funds.</p> <p>5. Local = General local funds committed by the lead agency in support of the required local match to the federal funds.</p> <p>6. ADVCON = a federal fund code placeholder that identifies that the funding will be federal, but the specific fund code has not yet been identified. Until then, ODOT will their State funds to cover the phase costs until the specific federal fund code is committed to the project.</p> <p>7. Other = Additional local funds the lead agency commits to the project above the required match to the federal funds. Referred to as "Overmatch".</p> | | | | | | | | |
| Amendment Summary | | | | | | | | | |
| This amendment adds the ROW and construction phase funding to the project. By accomplishing this now, the ROW phase can obligate in October 2018 (early FFY 2019) to initiate pre-ROW acquisition activities involving the eventual construction of sound walls as part of the project. | | | | | | | | | |

Exhibit A to Resolution 18-4909

2018-2021 Metropolitan Transportation Improvement Program Chapter 5 Tables Amendment

Action: Amend the MTIP to increase or adjust required funding and scope, or add new projects



| PROJECT #2 EXISTING MTIP PROGRAMMING | | | | | | | | | |
|--|--|--------------------|---|-------------|-------------------------|-------------------|----------------------------|----------------------|----------------------|
| ODOT Key | MTIP ID | Lead Agency | Project Name | | | | | Project Type | Project Cost |
| 19300 | 70678 | Portland | North Rivergate Freight Project | | | | | Bridge | \$ 22,266,019 |
| Project Description: | | | In North Portland on North Rivergate Blvd between North Time Oil Rd and North Lombard St, construct a 2-lane grade separation over the UPRR tracks, modify/reconstruct Rivergate/Lombard Street Intersection to improve mobility and safety | | | | | | |
| Existing MTIP Project Fund Programming by Phase | | | | | | | | | |
| Fund Type Code | Fund Code | Type | Year | Planning | Preliminary Engineering | Right of Way | Other (Utility Relocation) | Construction | Total |
| Local | Overmatch | Local | 2017 | | \$ 3,000,000 | | | | \$ 3,000,000 |
| STP>200K | M230 | Federal | 2018 | | | \$ 300,000 | | | \$ 300,000 |
| Local | Match | Local | 2018 | | | \$ 34,336 | | | \$ 34,336 |
| STP>200K | M230 | Federal | 2018 | | | | \$ 1,000,000 | | \$ 1,000,000 |
| Local | Match | Local | 2018 | | | | \$ 114,454 | | \$ 114,454 |
| TIGER VIII | BTDG | Federal | 2019 | | | | | \$ 7,329,000 | \$ 7,329,000 |
| Local | Match | Local | 2019 | | | | | \$ 1,832,250 | \$ 1,832,250 |
| STP | | Federal | 2019 | | | | | \$ 1,922,000 | \$ 1,922,000 |
| Local | Match | Local | 2019 | | | | | \$ 219,982 | \$ 219,982 |
| State STP-FLX | M240 | Federal | 2019 | | | | | \$ 987,030 | \$ 987,030 |
| Local | Match | Local | 2019 | | | | | \$ 112,970 | \$ 112,970 |
| Local | Overmatch | Local | 2019 | | | | | \$ 5,413,997 | \$ 5,413,997 |
| Total: | | | | \$ - | \$ 3,000,000 | \$ 334,336 | \$ 1,114,454 | \$ 17,817,229 | \$ 22,266,019 |
| Notes: | <ol style="list-style-type: none"> Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment. STP>200K = Federal Surface transportation Program funds allocated to qualifying projects in areas where the population is at least 200,000 people. Local = General local funds committed by the lead agency in support of the required local match to the federal funds. TIGER VIII = Federal discretionary grant award to the project from FHWA. TIGER = Transportation Investment Generating Economic Recovery State STP-FLX = Federal Surface Transportation Program funds allocated to ODOT annually.. STP = Federal Surface Transportation Program funds generally allocated to Metro with no geographic or population use conditions. | | | | | | | | |
| <p>Amendment Summary Proposed changes are stated on the next page</p> | | | | | | | | | |

PROJECT #2 PROPOSED AMENDED CHANGES

| ODOT Key | MTIP ID | Lead Agency | Project Name | Project Type | Project Cost |
|----------|---------|-------------|--|--------------|---------------|
| 19300 | 71053 | Metro | North Rivergate Freight Project | Bridge | \$ 26,158,076 |

Project Description: In North Portland on North Rivergate Blvd between North Time Oil Rd and North Lombard St, construct a 2-lane grade separation over the UPRR tracks, modify/reconstruct Rivergate/Lombard Street Intersection to improve mobility and safety

Amended MTIP Fund Programming by Phase

| Fund Type Code | Fund Code | Type | Year | Planning | Preliminary Engineering | Right of Way | Other (Utility Relocation) | Construction | Total |
|----------------|-----------|---------|------|----------|-------------------------|--------------|----------------------------|--------------|---------------|
| Local | Overmatch | Local | 2017 | | \$ 3,000,000 | | | | \$ 3,000,000 |
| STP>200K | M230 | Federal | 2018 | | | \$ 300,595 | | | \$ 300,595 |
| Local | Match | Local | 2018 | | | \$ 34,405 | | | \$ 34,405 |
| STP>200K | M230 | Federal | 2018 | | | | \$ 987,030 | | \$ 987,030 |
| Local | Match | State | 2018 | | | | \$ 112,970 | | \$ 112,970 |
| TIGER VIII | BTDG | Federal | 2019 | | | | | \$ 7,329,000 | \$ 7,329,000 |
| Local | Match | Local | 2019 | | | | | \$ 1,832,250 | \$ 1,832,250 |
| STP | | Federal | 2019 | | | | | \$ 1,934,375 | \$ 1,934,375 |
| Local | Match | Local | 2019 | | | | | \$ 221,398 | \$ 221,398 |
| State STP-FLX | M240 | Federal | 2019 | | | | | \$ 987,030 | \$ 987,030 |
| State | Match | State | 2019 | | | | | \$ 112,970 | \$ 112,970 |
| IOF | S600 | State | 2019 | | | | | \$ 1,000,000 | \$ 1,000,000 |
| HIP | Z005 | Federal | 2019 | | | | | \$ 5,185,063 | \$ 5,185,063 |
| Local | Match | Local | 2019 | | | | | \$ 593,454 | \$ 593,454 |
| Other | Overmatch | Local | 2019 | | | | | \$ 2,527,536 | \$ 2,527,536 |
| Total: | | | | | \$ - | \$ 3,000,000 | \$ 335,000 | \$ 1,100,000 | \$ 21,723,076 |
| | | | | | | | | | \$ 26,158,076 |

- Notes:
1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment.
 2. STP>200K = Federal Surface transportation Program funds allocated to qualifying projects in areas where the population is at least 200,000 people.
 3. Local = General local funds committed by the lead agency in support of the required local match to the federal funds.
 4. TIGER VIII = Federal discretionary grant award to the project from FHWA. TIGER = Transportation Investment Generating Economic Recovery
 5. State STP-FLX = Federal Surface Transportation Program funds allocated to ODOT annually..
 6. STP = Federal Surface Transportation Program funds generally allocated to Metro with no geographic or population use conditions.
 7. IOF = State Immediate Opportunity Funds managed and allocated by ODOT. IOF funds support primary economic development through the construction and improvement of streets and roads.

| | |
|--|--|
| | HIP = Federal Highway Infrastructure Program funding allocated to states supporting roadway improvement implementation phase needs (e.g. construction) |
|--|--|

Amendment Summary

This amendment is adds \$5.1 million of federal HIP funds and \$1 million of State IOF program funding to support and address a construction phase funding shortfall. Project costs are adjusted based on the 30% Design update for the project.

Memo

Date: Friday, September 14, 2018
 To: Metro Council and Interested Parties
 From: Ken Lobeck, Funding Programs Lead, 503-797-1785
 Subject: August 2018 MTIP Formal Amendment plus Approval Request of Resolution 18-4909

STAFF REPORT

FOR THE PURPOSE OF ADDING OR AMENDING EXISTING PROJECTS TO THE 2018-21 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM INVOLVING TWO PROJECTS IMPACTING PORTLAND AND ODOT (AG19-01-AUG)

BACKGROUND

What this is:

The August 2018 Formal Metropolitan Transportation Improvement Program (MTIP) Amendment bundle (for FFY 2019) contains required changes and updates impacting Portland and ODOT. Two projects are included in the amendment bundle. They are summarized in the below table:

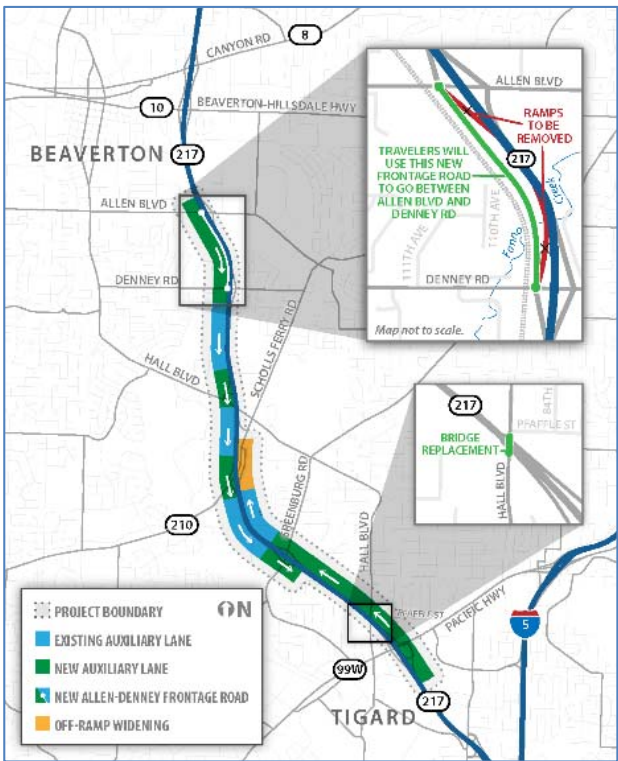
| August 2018 Formal MTIP Amendment Amendment Type: Formal Name: AG19-01-AUG Number of Projects: 2 | | | |
|--|-------------|--|---|
| ODOT Key MTIP ID | Lead Agency | Project Name & Description | Required Changes |
| Project #1 ODOT Key 18841 MTIP ID 70782 | ODOT | OR217 Southbound: OR10 - OR99W | ADD APPROVED PHASE FUNDING: The amendment adds required and approved funding to this named HB2017 project to the Right-of-Way (ROW) and Construction phases bringing the project up to its fully funded level of \$47.5 million. The amendment is also moving forward now to enable the ROW phase to obligate early during FFY 2019 to initiate pre-ROW acquisition activities supporting the later construction of the required sound walls. |
| Project #2 ODOT Key 19300 MTIP ID 70678 | Portland | North Rivergate Freight Project In North Portland on North Rivergate Blvd between North Time Oil Rd and North Lombard St, construct a 2-lane grade separation over the UPRR tracks, modify/reconstruct Rivergate/Lombard Street Intersection to improve mobility and safety | COST INCREASE: The formal amendment adds \$5,185,063 of federal Highway Infrastructure Program (HIP) funds and \$1,000,000 of Immediate Opportunity Funds (IOF) along with match to the construction phase to address a funding shortfall. Based on the 30% design cost estimate for the project, the North Rivergate Blvd overcrossing at the UPRR is fully funded now. |

What is the requested action?


JPACT is requesting Metro Council approval of Resolution 18-4909 containing the August 2018 formal amendment (for FFY 2019) and then on to USDOT for final approval to enable the 2018 MTIP to be officially amended.

A detailed summary of the two projects being amended is provided in the below tables:

| | |
|---|--|
| 1. Project: OR217 Southbound: OR10 - OR99W | |
| Lead Agency: | Washington County ODOT |
| ODOT Key Number: | 18841 MTIP ID Number: 70782 |
| Project Description: | On OR 217 From Beaverton in the north at OR10 (MP 2.05) to OR 99W (MP 5.69) in the Tigard area, construct a lane segments between existing SB auxiliary lanes to provide a continuous 3 rd travel lane, construct sound walls, construct a frontage road between Allen Blvd and Denney Rd ICs, replace the southern Hall Blvd bridge, construct retaining walls, and widen shoulders. |
| What is changing? | <p><u>Summary:</u> Design work (Preliminary Engineering) for OR217 Southbound OR10-OR99W project was initiated in 2014. The project is now ready to add the right-of-way and construction phase funding to the project.</p> <p>The OR 217 SB project is a named project in HB2017 (Section 71, Highway Road and Street Projects). Within this section of the Legislation, HB 2017 authorized a total of \$249,700,000 to ten projects including the OR217 SB Project. The estimated total project cost is \$47,502,832. The approximate split of phase costs is as follows:</p> <ul style="list-style-type: none"> • Preliminary Engineering..... \$3,302,832 • Right-of-Way..... \$200,000 (Obligate in early FFY 2019) • <u>Construction..... \$44,000,000</u> (Obligate in FFY 2020) <p style="text-align: right;">Total: \$47,502,832</p> <p><u>Amendment Purpose:</u> Through this amendment, the Right-of-Way and Construction phase funding is being added to the project. Right of Way needs to be added now to allow for an early obligation and the ability to start pre-right-of-way activities in support of the later sound walls construction.</p> <p><u>Project Scope:</u> The primary project scope elements include the following:</p> <ol style="list-style-type: none"> 1. Build SB lane segments southbound from Beaverton-Hillsdale Highway, continuing south to OR 99W to provide continuous 3rd travel lane. <p>Drivers will use this right lane for getting on and off the highway. Those driving straight on OR 217 will have two full lanes to travel in, separate from the on- and off-ramp merging traffic. These will reduce</p> |



| | |
|--|---|
| | <p>recurring bottlenecks and allow for more stable traffic flow at the OR 217 interchanges</p> <ol style="list-style-type: none"> 2. Build a frontage road between the Allen Boulevard and Denney Road interchanges along OR 217 southbound. This will eliminate the Allen Boulevard southbound on-ramp and the Denney Road southbound off-ramp. Instead, drivers will use the new frontage road to travel between the two interchanges. These interchanges are one of the worst bottleneck locations on OR 217 and also one of the most dangerous. A frontage road will reduce the weaving movements and crashes. The newly configured Allen/Denney interchange will function similarly to the Canyon Road/Beaverton-Hillsdale Highway interchange to the north 3. Widen the Scholls Ferry off-ramp from OR 217 northbound to include an additional lane. 4. Build several retaining walls. 5. Replace one of the Hall Boulevard bridges over OR 217. There are two Hall Boulevard bridges over OR 217 - one near Washington Square and one farther south at SW Pfaffle Street. The bridge being replaced is the one farther south, at SW Pfaffle Street (near OR 99W in Tigard). The bridge replacement is needed to accommodate the new auxiliary lanes 6. Widen highway shoulders so stalled vehicles can move out of traffic and emergency vehicles can quickly respond |
| <p>Additional Details:</p> | <p><u>RTP Consistency Issue:</u> The project limits as stated in the 2014 do not match the current project limits from OR10 to OR99W. However, this has been corrected in the new draft 2018 RTP. The anticipated approval for the 2018 RTP is December 2018. Based on the current project schedule, Right of Way acquisition will not begin until January 2019. As noted earlier construction of the sound walls necessitates early assessments and, contacts, and negotiations with potential impacted residents.</p> <p>Technically, the Right of way phase should not obligate until the new RTP is approved which then removes the consistency issue. However, staff's review of the project schedule indicated that allowing the right-of-way phase to obligate in late October would enable the pre-right-of-way acquisition activities to begin and be completed by January after the new RTP is approved allowing the when right- of-way acquisition elements to begin. A joint Metro and ODOT request for the right-of way phase early obligation exception has been requested from FHWA, Presently, FHWA has not objected to the early obligation request.</p> |
| <p>Why a Formal amendment is required?</p> | <p>Per the FHWA/FTA approved STIP/MTIP Amendment Matrix, projects with a total project cost of \$1 million or greater may make cost adjustments up to 20% as Administrative Modifications. Cost change above 20% require a formal MTIP amendment. The present programming for the project is \$3,302,832. The amendment adds \$44,200,000 which is above the 20% threshold.</p> |
| <p>Total Programmed Amount:</p> | <p>Total programming adds \$44,200,000 for right-of-way and construction phases. This increases the project cost from \$3,302,832 to \$47,502,832.</p> |
| <p>Added Notes:</p> | <p>OTC approval was required to approve the SB2017 funding for the project. Approval occurred at both the August 2017 and September 2017 OTC meetings.</p> |

| | |
|---|--|
| 2. Project: North Rivergate Blvd Freight Project | |
| Lead Agency: | Portland |
| ODOT Key Number: | 19300 MTIP ID Number: 70678 |
| Project Description: | In North Portland on North Rivergate Blvd between North Time Oil Rd and North Lombard St, construct a 2-lane grade separation over the UPRR tracks, modify/reconstruct N. Rivergate/Lombard Street Intersection to improve mobility and safety |
| What is changing? | <p>The Rivergate Industrial District (Rivergate) is the largest industrial district in the City of Portland and contains nearly half of the marine terminals, thousands of acres of industrial land, and more than three-fourths of the marine terminal acreage in the Portland Harbor. The project improvement will directly address congestion at Rivergate created by the at-grade rail crossing at the entrance to Rivergate and Terminal 5, while simultaneously providing safer and more reliable access to jobs for communities that need them the most. The City of Portland is collaborating with the Port of Portland on this project to maximize the several hundred million dollars in public and private investments made in the area, and to support vital exports and job growth.</p> |
| | <p style="text-align: center;">Existing North Rivergate Blvd at the UPRR crossing</p>  <p><i>Key Project Scope Elements:</i></p> <p>The project improvement will:</p> <ol style="list-style-type: none"> 1. Construct a two through-lane overcrossing to separate vehicle traffic from the train crossings. 2. Provide intersection reconstruction and alignment improvements at North Rivergate Blvd/N. Lombard St 3. Reconstruct the North Rivegate Blvd west to N Time Oil Road 4. Construct a new frontage road parallel to North Rivergate Blvd from N. Lombard St to the beginning of the new over crossing. |

Proposed Overcrossing Improvement



Eliminating the freight truck and rail conflicts at the at-grade crossing will increase traffic flow, improve the mobility of goods and employees, and enhance the reliability of freight rail operations. The new frontage road will improve access to the businesses on the north side of Rivergate Boulevard.

The project as programmed stands at \$22,266,019. The most recent design update provided a revised total project cost of \$26,158,076. The increase is primarily in the construction phase which rose from an estimate of \$17,817,229 to \$21,723,076.

Federal funds committed to the project include Metro RFFA approved Surface Transportation (STP) funds of \$3,222,000, ODOT State STP of \$7,329,000, and a Transportation Investment Generating Economic Recovery (TIGER) VIII grant of \$7,329,000. Together, the federal funds total \$11,538,030 and account for 50.9% of the existing project programming in the MTIP.

The project also has been approved a state \$1 million Immediate Opportunity Fund grant from ODOT. The Port of Portland and city of Portland also will contribute up to \$8 million in local funds to the project.

Overall, the Port of Portland, city of Portland, Metro, ODOT, and FHWA are all contributing funding towards completion of the North Rivergate Blvd Freight project.

The Highway Infrastructure Program Funding Award

During April 2018, ODOT advised Metro that the State had received a Highway Infrastructure Program (HIP) appropriation of which Metro would be allocated \$5,185,063. The total HIP apportionment to Oregon is \$25,148,640.

Initially, little information about the uses and restrictions were known about the funds when the appropriation was received. Our first "use assumptions" were made from the 2010 HIP apportionment which turned out to be wrong. Metro initially designated the funds to be used in support of regionally planning needs. However, upon receipt of subsequent eligibility and use guidance for the 2018 HIP apportionment, Metro learned that the focus of the HIP funds were for only for highway construction areas. Specific eligibility activities included three primary areas:

- Construction of highways
- Construction of bridges
- Construction of tunnels

| | |
|--|--|
| | <p>The funds are limited to use in support of roadway improvement implementation phases.</p> <p>As a result staff reviewed potential <u>Metro-funded</u> eligible projects. The review included ODOT-Salem to validate project eligibility. The North Rivergate Blvd Freight Project emerged as the clear and top candidate to receive the HIP funds.</p> <p>Discussions with the Port of Portland and the City of Portland ensued to also include a local fund exchange for the HIP funds. With a total local overmatch commitment of \$8 million between both agencies to the project, the \$5.1 million of HIP funds allows a local fund exchange of \$4 million to be returned to Metro in support regional planning activities. Note: Based on the project cost estimate, if the HIP funds are not committed to the North Rivergate Blvd Freight Project, the construction phase would still be approximately \$1.5 million short of the required funding.</p> <p>The local funds received in exchange are to be used for planning and project development activities, in anticipation of future funding identified in the draft 2018 RTP. These planning and project development activities include, but are not limited to:</p> <ul style="list-style-type: none"> • Central City Transit Capacity and Steel Bridge Analysis • Willamette River Pedestrian and Bicycle Bridge • Enhance Transit on Tualatin Valley Highway • Jurisdictional Transfer Assessment Program |
| <p>Additional Details:</p> | <p>Additional use requirement for the HIP include the following:</p> <ol style="list-style-type: none"> 1. The HIP fund obligation must occur no later than September 2021 or they shall lapse. The target construction phase obligation for the North Rivergate Blvd. Freight Project is early summer 2019. This is critical as the TIGER VIII grant federal funds must be obligated by September 30, 2019. 2. The HIP funds must be expended by September 30, 2025, or an expenditure lapse will occur. |
| <p>Why a Formal amendment is required?</p> | <p>Because the project also includes a local fund exchange component, a formal MTIP amendment was determined to be required.</p> |
| <p>Total Programmed Amount:</p> | <p>The total project programming amount increases from \$22,266,019 to \$26,158,076.</p> |
| <p>Added Notes:</p> | <ol style="list-style-type: none"> 1. OTC action was required for approval of the \$1 million IOF grant to the project 2. ODOT-Salem provided project eligibility verification as well in support of selecting the north Rivergate project as the top candidate for the HIP funds. |

Note: The Amendment Matrix on the next page is included as a reference for the rules and justifications governing Formal Amendments and Administrative Modifications to the MTIP that the MPOs and ODOT must follow.

METRO REQUIRED PROJECT AMENDMENT REVIEWS

In accordance with 23 CFR 450.316-328, Metro is responsible for reviewing and ensuring MTIP amendments comply with all federal programming requirements. Each project and their requested changes are evaluated against multiple MTIP programming review factors that originate from 23 CFR 450.316-328. The programming factors include:

- Verification as required to programmed in the MTIP:
 - Awarded federal funds and is considered a transportation project
 - Identified as a regionally significant project.

- Identified on and impacts Metro transportation modeling networks.
- Requires any sort of federal approvals which the MTIP is involved.
- Passes fiscal constraint verification:
 - Project eligibility for the use of the funds
 - Proof and verification of funding commitment
 - Requires the MPO to establish a documented process proving MTIP programming does not exceed the allocated funding for each year of the four year MTIP and for all funds identified in the MTIP.
- Passes the RTP consistency review:
 - Identified in the current approved constrained RTP either as a stand-alone project or in an approved project grouping bucket
 - RTP project cost consistent with requested programming amount in the MTIP
 - If a capacity enhancing project – is identified in the approved Metro modeling network
- Satisfies RTP goals and strategies consistency: Meets one or more goals or strategies identified in the current RTP
- Determined the project is eligible to be added to the MTIP, or can be legally amended as required without violating provisions of 23 CFR450.300-338 either as a formal Amendment or administrative modification:
 - Does not violate supplemental directive guidance from FHWA/FTA’s approved Amendment Matrix.
 - Adheres to conditions and limitation for completing technical corrections, administrative modifications, or formal amendments in the MTIP.
 - Is eligible for special programming exceptions periodically negotiated with USDOT as well.
 - Programming determined to be reasonable of phase obligation timing and is consistent with project delivery schedule timing.
- MPO responsibilities completion:
 - Completion of the required 30 day Public Notification period:
 - Project monitoring, fund obligations, and expenditure of allocated funds in a timely fashion.
 - Acting on behalf of USDOT to provide the required forum and complete necessary discussions of proposed transportation improvements/strategies throughout the MPO.

| ODOT-FTA-FHWA Amendment Matrix |
|--|
| Type of Change |
| FULL AMENDMENTS |
| 1. Adding or cancelling a federally funded, and regionally significant project to the STIP and state funded projects which will potentially be federalized |
| 2. Major change in project scope. Major scope change includes: <ul style="list-style-type: none"> • Change in project termini - greater than .25 mile in any direction • Changes to the approved environmental footprint • Impacts to AQ conformity • Adding capacity per FHWA Standards • Adding or deleting worktype |
| 3. Changes in Fiscal Constraint by the following criteria: <ul style="list-style-type: none"> • FHWA project cost increase/decrease: <ul style="list-style-type: none"> • Projects under \$500K – increase/decrease over 50% • Projects \$500K to \$1M – increase/decrease over 30% • Projects \$1M and over – increase/decrease over 20% • All FTA project changes – increase/decrease over 30% |
| 4. Adding an emergency relief permanent repair project that involves substantial change in function and location. |
| ADMINISTRATIVE/TECHNICAL ADJUSTMENTS |
| 1. Advancing or Slipping an approved project/phase within the current STIP (if slipping outside current STIP, see Full Amendments #2) |
| 2. Adding or deleting any phase (except CN) of an approved project below Full Amendment #3 |
| 3. Combining two or more approved projects into one or splitting an approved project into two or more, or splitting part of an approved project to a new one. |
| 4. Splitting a new project out of an approved program-specific pool of funds (but not reserves for future projects) or adding funds to an existing project from a bucket or reserve if the project was selected through a specific process (i.e. ARTS, Local Bridge...) |
| 5. Minor technical corrections to make the printed STIP consistent with prior approvals, such as typos or missing data. |
| 6. Changing name of project due to change in scope, combining or splitting of projects, or to better conform to naming convention. (For major change in scope, see Full Amendments #2) |
| 7. Adding a temporary emergency repair and relief project that does not involve substantial change in function and location. |

APPROVAL STEPS AND TIMING

Metro’s approval process for formal amendment includes multiple steps. The required approvals for the August 2018 Formal MTIP amendment will include the following:

| <u>Action</u> | <u>Target Date</u> |
|---|---------------------------|
| • TPAC notification and approval recommendation..... | August 10, 2018 |
| • Initiate the required 30-day public notification process..... | August 7, 2018 |
| • Completion of public notification process..... | September 5, 2018 |
| • JPACT approval and recommendation to Council..... | September 20, 2018* |
| • Metro Council approval..... | September 27, 2018 |

*Note: If any notable comments are received during the public comment period requiring follow-on discussions, they will be addressed by JPACT.

USDOT Approval Steps:

| <u>Action</u> | <u>Target Date</u> |
|---|--------------------|
| • Metro development of amendment narrative package | October 8, 2018 |
| • Amendment bundle submission to ODOT for review..... | October 9, 2018 |
| • Submission of the final amendment package to USDOT..... | October 9, 2018 |
| • ODOT clarification and approval..... | Mid October, 2018 |
| • USDOT clarification and final amendment approval..... | Mid October, 2018 |

ANALYSIS/INFORMATION

1. **Known Opposition:** None known at this time.
2. **Legal Antecedents:** Amends the 2018-2021 Metropolitan Transportation Improvement Program adopted by Metro Council Resolution 17-4817 on July 27, 2017 (For The Purpose of Adopting the Metropolitan Transportation Improvement Program for the Portland Metropolitan Area).
3. **Anticipated Effects:** Enables the projects to obligate and expend awarded federal funds.
4. **Metro Budget Impacts:** None to Metro

RECOMMENDED ACTION:

JPACT recommends the approval of Resolution 18-4909.

- TPAC approval of Resolution 18-4909: 8/10/2018.
- JPACT approval of Resolution 18-4909: 9/20/2018

Attachment: Project Location Maps

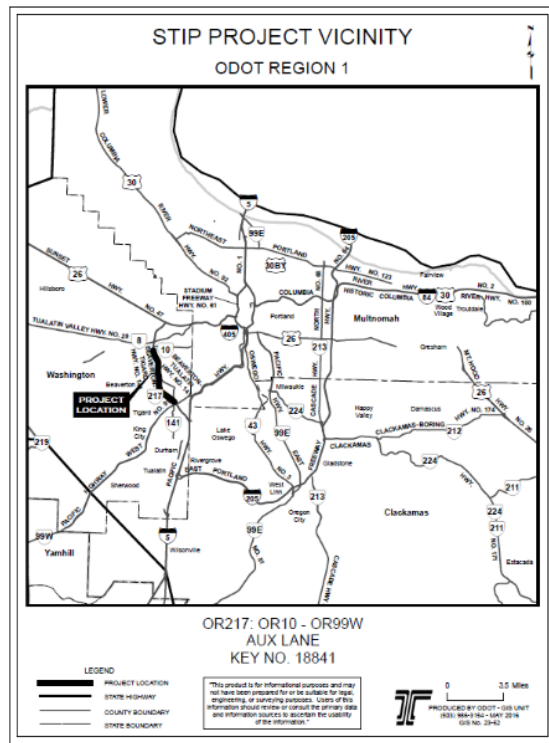
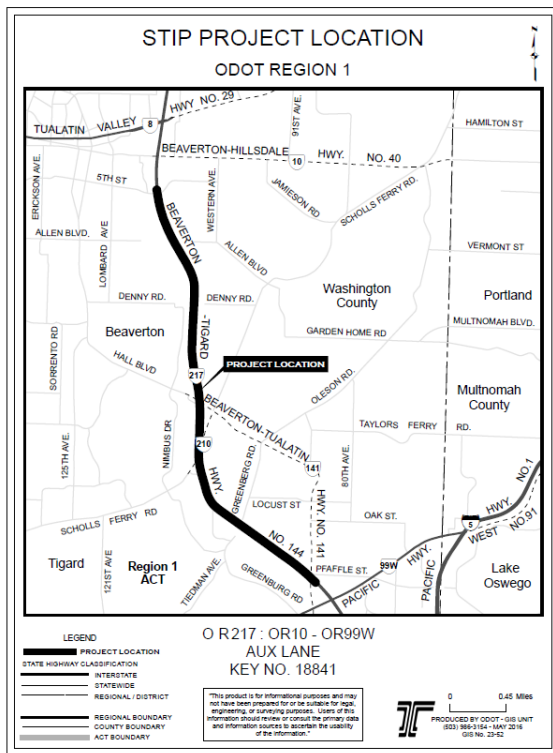
Date: Friday, September 14, 2018
 From: Ken Lobeck, Funding Programs Lead, 503-797-1785
 Subject: Attachment 1 to the August 2018 MTIP Formal Amendment Staff Report – Project Location Maps

BACKGROUND

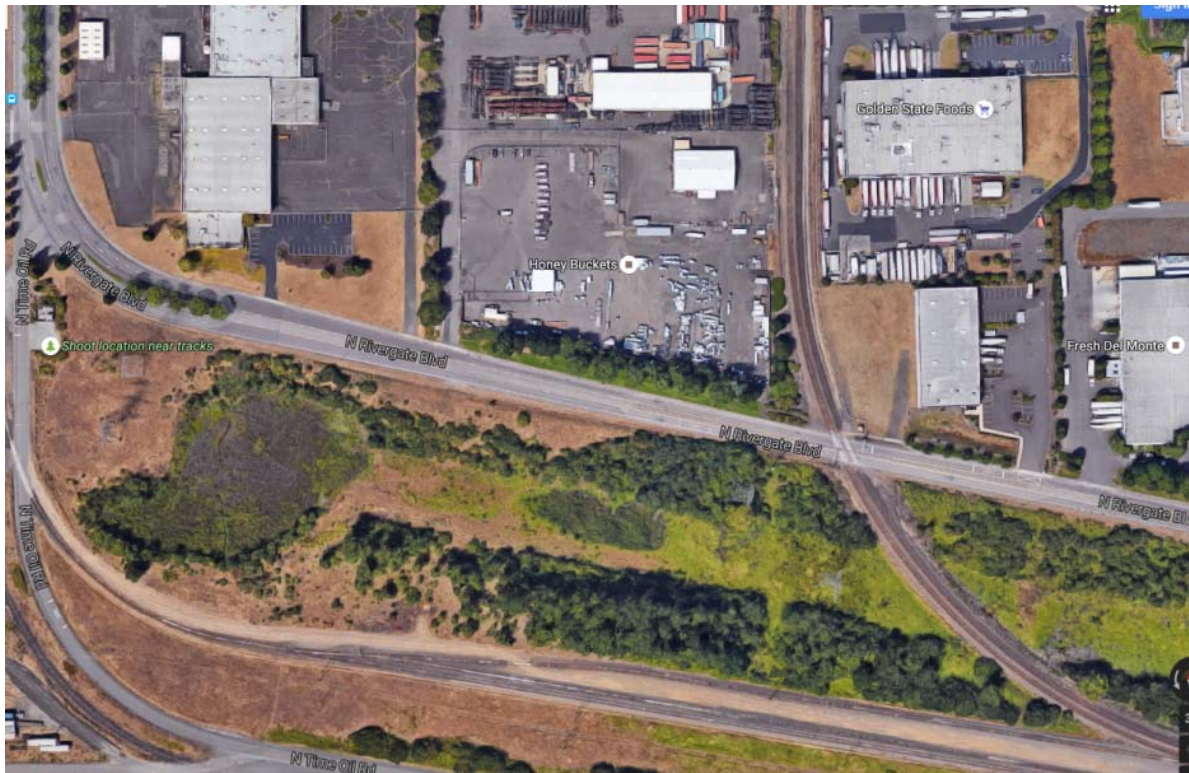
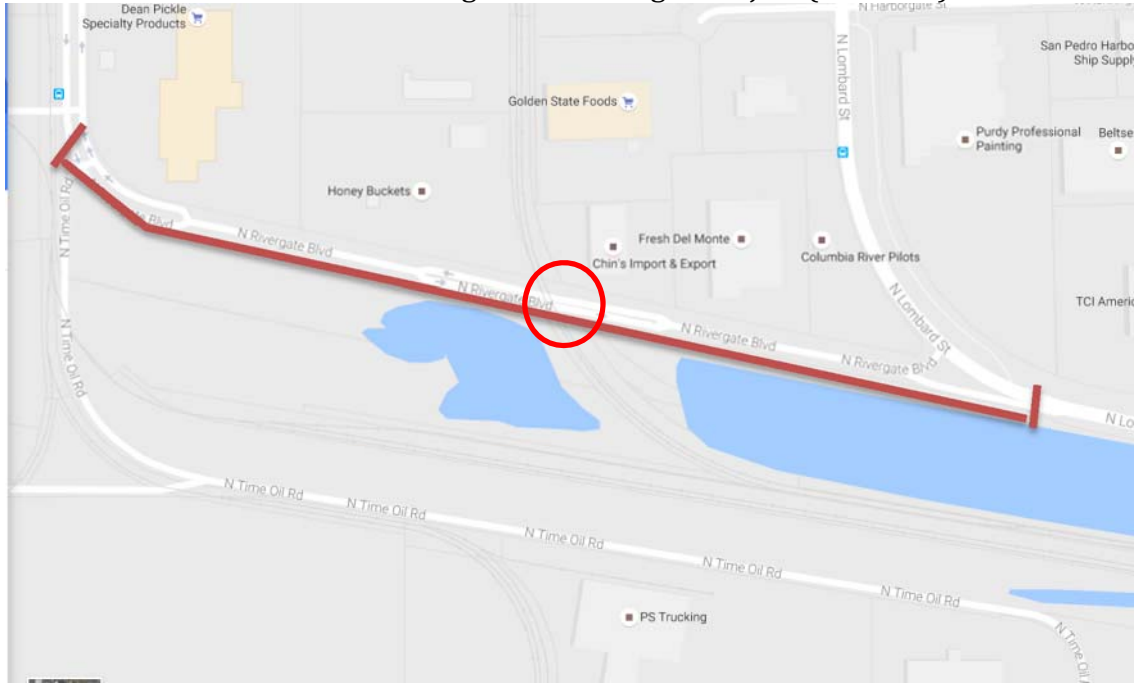
Available project location maps and OTC request letters are included in this attachment to the staff report for reference for their applicable projects. Maps and/or OTC letters are included for:

- Key 18841 – OR217 Southbound: OR10 to O99W (lead changes to ODOT)
- Key 19300 – North Rivergate Blvd Freight Project (Portland)

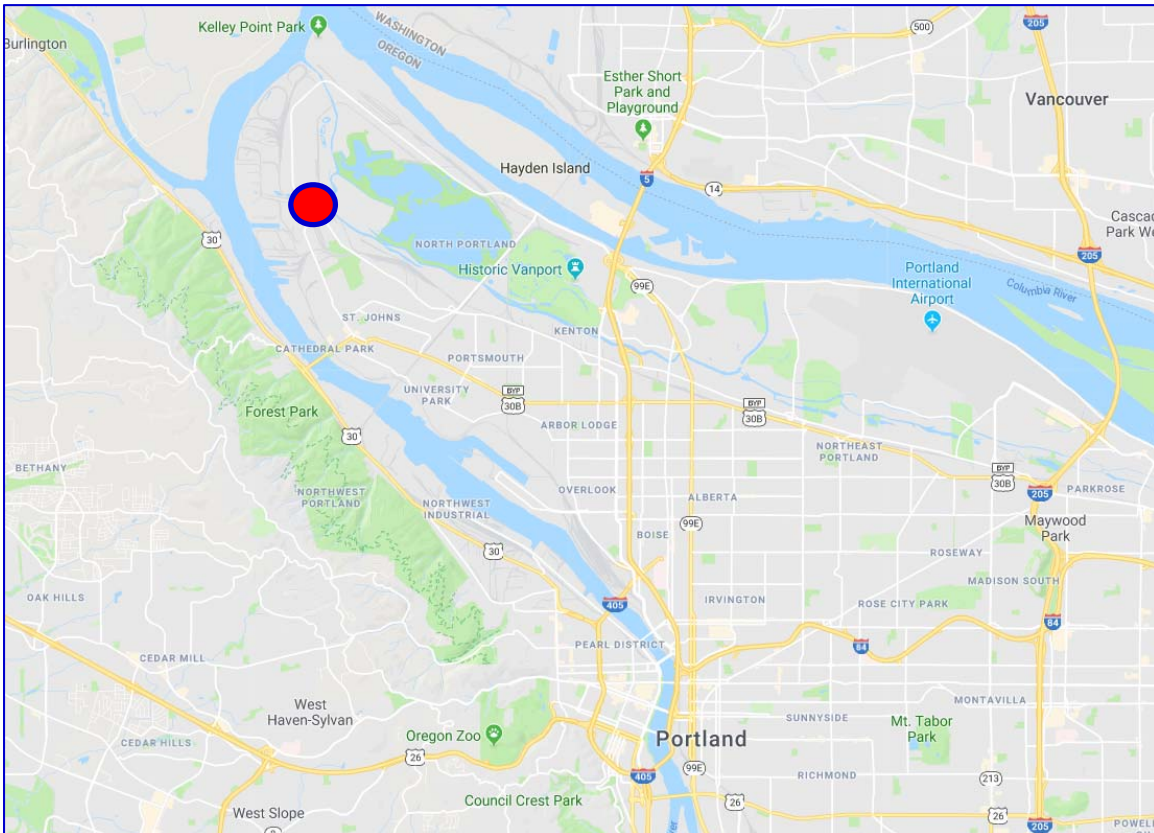
Key 18841
 OR217 Southbound: OR10 to O99W (ODOT)



Keys 19300
North Rivergate Blvd Freight Project (Portland)



North Rivergate Blvd at UPRR Crossing



BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADDING OR) RESOLUTION NO. 18-4912
AMENDING EXISTING PROJECTS TO THE)
2018-21 METROPOLITAN TRANSPORTATION) Introduced by: “Chief Operating Officer
IMPROVEMENT PROGRAM INVOLVING TEN) Martha Bennett in concurrence with
PROJECTS IMPACTING KING CITY,) Council President Tom Hughes”
PORTLAND, ODOT AND TRIMET (SP19-02-)
SEP)

WHEREAS, the Metropolitan Transportation Improvement Program (MTIP) prioritizes projects from the Regional Transportation Plan (RTP) to receive transportation related funding; and

WHEREAS, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council approved the 2018-21 MTIP via Resolution 17-4817 on July 27, 2017; and

WHEREAS, JPACT and the Metro Council must approve any subsequent amendments to add new projects or substantially modify existing projects in the MTIP; and

WHEREAS, the U.S. Department of Transportation (USDOT) has issued clarified MTIP amendment submission rules and definitions for MTIP formal amendments and administrative modifications that both ODOT and all Oregon MPOs must adhere to which includes that all new projects added to the MTIP must complete the formal amendment process; and

WHEREAS, several projects within the September 2018 Formal Amendment Bundle obligated their construction phase and funding before the end of federal fiscal year 2018, but required additional local funds to be infused into the construction phase to complete the phase obligation which are now being made as required technical corrections to the MTIP and STIP for accounting and auditing purposes; and

WHEREAS, construction phase funding and obligation corrections are occurring for accounting and auditing purposes as part of this amendment specifically to the King City OR99W project, ODOT’s I-5 Bridge Trunnion Shaft Replacement, Portland’s Bikeped Highway Safety Improvement Program (HSIP), and Marine Drive Path projects; and

WHEREAS, ODOT’s review of their I-405 Fremont Bridge to US 26 WB Connection Bridge and I-405 NB to US26 Over I-405 Connection Bridge projects determined that combining both projects would result in a better utilization of available funding allowing for expanded scope activities and is being accomplished through this amendment; and

WHEREAS, Portland’s structural analysis review of their Signalized HSIP project revealed a prohibited cost requirement would emerge if larger signal heads were utilized resulting in a removal of these scope elements and an overall cost decrease which is being completed through this amendment; and

WHEREAS, the new proposed alignment for the SW Corridor TriMet MAX rail line expansion will conflict with the planned improvements proposed in Portland’s OR99W SW 26th Ave to SW 19th Ave sidewalk improvement project which will be canceled resulting in Metro offering Portland a replacement project opportunity based on the same basic scope and location which is now being programmed as the

OR99W/Barbur Blvd Area Sidewalk infill project consisting of four sub project improvement sites to avoid conflicts with the new SW Corridor Max rail proposed alignment; and

WHEREAS, TriMet successfully competed for and has received a replacement transit vehicle grant award of \$1,076,248 for two replacement transit vehicles from the Oregon Department of Transportation's Rail and Public Transit Division's 2018-2020 Discretionary Grant Awards program which is now being programmed in the MTIP and STIP; and

WHEREAS, all amended projects were evaluated against six revised MTIP review factors to ensure all requested changes and additions can be accomplished legally through the MTIP amendment process; and

WHEREAS, the MTIP review factors included project eligibility/proof of funding, RTP consistency with the financially constrained element, consistency with RTP goals and strategies, determination of amendment type, inclusion in the Metro transportation regional models, determination of Regional Significance, fiscal constraint verification, and compliance with MPO MTIP federal management responsibilities; and

WHEREAS, the MTIP's financial constraint finding is maintained as all projects proof of funding has been verified; and

WHEREAS, no negative impacts to air conformity will exist as a result of the changes completed through the July 2018 Formal MTIP Amendment; and

WHEREAS, all projects included in the September 2018 (for FFY 2019) Formal MTIP Amendment successfully completed a required 30-day public notification/opportunity to comment period without any significant issues raised; and

WHEREAS, TPAC received their notification and recommended approval on September 7, 2018 and approved the amendment recommendation to JPACT; now therefore

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT on September 20, 2018 to formally amend the 2018-21 MTIP to include the September 2018 (FFY 2019) Formal Amendment bundle consisting of ten projects.

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

Tom Hughes, Council President

Approved as to Form:

Alison R. Kean, Metro Attorney

2018-2021 Metropolitan Transportation Improvement Program
 Exhibit A to Resolution 18-4912



| Proposed August 2018 Formal Amendment Bundle Amendment Type: FORMAL, SP19-02-SEP Total Number of Projects: 10 | | | |
|--|-------------|--|---|
| ODOT Key | Lead Agency | Project Name | Required Changes |
| Project #1 18807 | King City | OR99W: SW Royalty Parkway - SE Durham Rd (King City) | COST INCREASE: The construction phase received higher bids than anticipated. As a result additional funds are being committed to the construction phase to enable it to obligate by the end of 2018. This amendment is a corrective action to ensure the MTIP and STIP match up with the final construction phase obligation total for auditing purposes. |
| Project #2 19651 | ODOT | I-5: Interstate Br (NB) Trunnion Shaft Replacement | COST INCREASE: The project's construction phase was first advanced from 2019 to 2018 via an administrative modification during August 2018 to allow the construction phase to obligate. The final construction phase estimate was received and reflected a significant increase. The construction phase was authorized in before the end of FFY 2018. This amendment provides the required funding corrections to the construction phase and PE phase for auditing purposes. |
| Project #3 19533 | ODOT | I-405: Fremont Bridge to US26 WB Connection Bridge (Portland) | COMBINING PROJECTS WITH A SCOPE UPDATE: The amendment combines Key 20482 into Key 19533. As a result, there is a cost increase, but also a scope update that results now in 8 site locations as part of the project. Bridge #09268E also is now added to the project scope. The primary scope is still rehabilitation focused and will include the following: Replace modular joints and repair decks. The US26 westbound connection bridge will receive a deck overlay to seal the cracks and provide additional cover for the reinforcement; a rail retrofit, and leaking joints will be addressed. |

| | | | |
|---------------------|----------|---|---|
| Project #4 20482 | ODOT | I-405 NB to US26 Over I-405 Connection Bridge | <p>COMBINED/COST DECREASE:</p> <p>The amendment combines the construction phase funding into Key 1533 as noted in project amendment #2 above. The obligated PE funds are left as obligated for the project. The overlapping scope for both projects indicated a better use and leveraging of funding would occur by combining Key 20482 into Key 19533. Key 20482 will be removed from the MTIP during the next MTIP Update</p> |
| Project #5 19722 | Portland | HSIP 2016 Signalized Improvements (Portland) | <p>COST DECREASE:</p> <p>Upon completion of a structural analysis to determine whether or not larger signal heads could be supported by existing poles, a substantial cost emerged for some signals prohibiting the city from moving forward for the identified signal elements based on the existing budget. These elements were removed from the overall scope resulting in a cost decrease to the project at this time.</p> |
| Project #6 19723 | Portland | HSIP City of Portland Bikeped | <p>COST INCREASE:</p> <p>Minor scope change occurring at the intersection of 148th and Division requiring curb extensions and the intersection of Division Street and 124th /125th now will include a full signal resulted in a \$424k cost addition to the project addressed with local funds. Cost increase is significant enough to warrant technical correction post construction phase obligation</p> |
| Project #7 14409 | Portland | Marine Drive Path NE 112th Ave - NE 185 Ave | <p>COST INCREASE:</p> <p>The primary reason for the cost increase is the Army Corp's requirements for the retaining wall and an recent updated cost estimate (adjust for inflation and current demand issues) which replaced an earlier engineer's cost assessment.</p> <p>The project was authorized to obligate the construction phase before the end of FFY 2018. This amendment provides the final obligation corrections for MTIP auditing and accounting requirements.</p> |

| | | | |
|--------------------------|----------|--|---|
| Project #8 NEW TBD | Portland | OR99W/Barbur Blvd Area: Sidewalk Infill Projects | <p>ADD NEW REPLACEMENT PROJECT:</p> <p>The project consists of 4 sidewalk infill location sites Portland will complete. The project is a replacement project to Key 19298 which is being canceled in this amendment bundle as well. The funding from Key 19298 is recommitted and programmed now to this new sidewalk infill project. Key 19298 is in conflict with the planned new SW MAX line.</p> |
| Project #9 19298 | Portland | OR99W: SW 26th Ave - SW 19th (Portland) | <p>CANCEL PROJECT:</p> <p>All funding for this project is being transferred to Portland's new OR99/Barbur Blvd sidewalk infill project as a replacement project. (See above project). Conflicts would potentially exist with the planned Southwest Corridor Project rendering Key 19298 impossible to complete. As a result Metro offered Portland a replacement project in the same area and with the basic same scope of work. Key 19298 is therefore canceled now and replaced by their new Barbur Blvd Sidewalk infill project also part of this amendment bundle.</p> |
| Project #10 21362 | TriMet | TriMet Mass Transit Vehicle Replacement (5307) | <p>ADD NEW PROJECT:</p> <p>This formal amendment adds a new project for TriMet to the 2018 MTIP. The replacement transit vehicle purchase originates from ODOT's discretionary grant award program. TriMet has been awarded 2 mass transit vehicle replacements. The final grant awards were approved by the Oregon Transportation Commission during their May 2018 meeting.</p> |

Exhibit A to Resolution 18-4912

**2018-2021 Metropolitan Transportation Improvement Program Chapter 5 Tables Amendment
Action: Amend the MTIP to increase or adjust required funding and scope, or add new projects**



| PROJECT #1 EXISTING MTIP PROGRAMMING | | | | | | | | | |
|---|---|--------------------|--|----------|-------------------------|--------------|----------------------------|---------------------|---------------------|
| ODOT Key | MTIP ID | Lead Agency | Project Name | | | | | Project Type | Project Cost |
| 18807 | 70769 | King City | OR99W: SW Royalty Parkway - SE Durham Rd (King City) | | | | | Highway | \$ 1,141,019 |
| Project Description: | | | On OR99W near King City, fill sidewalk gaps to connect the City to OR99W corridor to increase access to transportation, improve travel options, promote vitality within the town center and enhance overall livability | | | | | | |
| Existing MTIP Project Fund Programming by Phase | | | | | | | | | |
| Fund Type Code | Fund Code | Type | Year | Planning | Preliminary Engineering | Right of Way | Other (Utility Relocation) | Construction | Total |
| State STP-FLX | M240 | Federal | 2016 | | \$ 342,130 | | | | \$ 342,130 |
| Local | Match | Local | 2016 | | \$ 39,158 | | | | \$ 39,158 |
| Other | Overmatch | Local | 2016 | | \$ 15,313 | | | | \$ 15,313 |
| ADVCON | ACPO | Federal | 2018 | | | \$ 10,768 | | | \$ 10,768 |
| Local | Match | Local | 2018 | | | \$ 1,232 | | | \$ 1,232 |
| State STP-FLX | M240 | Federal | 2018 | | | | | \$ 560,940 | \$ 560,940 |
| Local | Match | Local | 2018 | | | | | \$ 64,202 | \$ 64,202 |
| Other | Overmatch | Local | 2018 | | | | | \$ 107,276 | \$ 107,276 |
| Total: | | | | \$ - | \$ 396,601 | \$ 12,000 | \$ - | \$ 732,418 | \$ 1,141,019 |
| Notes: | <p>1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment.</p> <p>2. Shaded rows (funding in years before 2018): Funding in year prior to 2018 are considered prior obligated years. These funding years are outside the existing active years of the 2018-2021 MTIP. In the MTIP, the funding is totaled and listed as "Prior Obligated".</p> <p>3. State STBG-FLX = Federal Surface Transportation Block Grant funds (same as STP) allocated to ODOT to support ODOT program needs.</p> <p>4. ADVCON = Federal fund generic placeholder allowing the state to cover the phase initially until the final federal fund code is determined and committed to the project..</p> <p>5. Local = General local funds committed by the lead agency in support of the required local match to the federal funds.</p> <p>6. Other = Additional local funds the lead agency commits to the project above the required match to the federal funds. Referred to as "Overmatch".</p> | | | | | | | | |
| <p><u>Amendment Summary</u> Proposed changes are stated on the next page</p> | | | | | | | | | |

PROJECT #1 PROPOSED AMENDED CHANGES

| ODOT Key | MTIP ID | Lead Agency | Project Name | Project Type | Project Cost |
|----------------------|---------|-------------|--|--------------|--------------|
| 18807 | 70769 | King City | OR99W: SW Royalty Parkway - SE Durham Rd (King City) | Highway | \$ 1,391,020 |
| Project Description: | | | On OR99W near King City, fill sidewalk gaps to connect the City to OR99W corridor to increase access to transportation, improve travel options, promote vitality within the town center and enhance overall livability | | |

Amended MTIP Fund Programming by Phase

| Fund Type Code | Fund Code | Type | Year | Planning | Preliminary Engineering | Right of Way | Other (Utility Relocation) | Construction | Total |
|-----------------------|-----------|---------|------|----------|-------------------------|--------------|----------------------------|--------------|--------------|
| Redistribution | Z030 | Federal | 2016 | | \$ 342,131 | | | | \$ 342,131 |
| Local | Match | Local | 2016 | | \$ 39,158 | | | | \$ 39,158 |
| Other | Overmatch | Local | 2016 | | \$ 15,313 | | | | \$ 15,313 |
| TAP-U>200K | Z301 | Federal | 2018 | | | | | \$ 570,991 | \$ 570,991 |
| Local | Match | Local | 2018 | | | | | \$ 65,352 | \$ 65,352 |
| Bikeways | S080 | State | 2018 | | | | | \$ 250,000 | \$ 250,000 |
| Other | Overmatch | Local | 2018 | | | | | \$ 108,075 | \$ 108,075 |
| | | | | | | | | | \$ - |
| Total: | | | | \$ - | \$ 396,602 | \$ - | \$ - | \$ 994,418 | \$ 1,391,020 |

- Notes:
- Red Font** = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment.
 - Shaded rows (funding in years before 2018): Funding in year prior to 2018 are considered prior obligated years. These funding years are outside the existing active years of the 2018-2021 MTIP. In the MTIP, the funding is totaled and listed as "Prior Obligated".
 - NHPP-FAST = Federal National Highway Performance Program funds allocated to ODOT under the current FAST Act transportation legislation.
 - Redistribution = Federal funds from FHWA after pulled from some states and then re-distributed to other states.
 - Local = General local funds committed by the lead agency in support of the required local match to the federal funds.
 - Other = Additional local funds the lead agency commits to the project above the required match to the federal funds. Referred to as "Overmatch".
 - Bikeways = State funds committed to the improvements of bike and pedestrian pathways and routes

Amendment Summary

The cost increase is due to unanticipated higher bids received for the construction phase.

Exhibit A to Resolution 18-4912

**2018-2021 Metropolitan Transportation Improvement Program Chapter 5 Tables Amendment
Action: Amend the MTIP to increase or adjust required funding and scope, or add new projects**



| PROJECT #2 EXISTING MTIP PROGRAMMING | | | | | | | | | |
|--|---|-------------|---|--------------|-------------------------|--------------|----------------------------|---------------|---------------|
| ODOT Key | MTIP ID | Lead Agency | Project Name | | | | | Project Type | Project Cost |
| 19651 | 70832 | ODOT | I-5: Interstate Br (NB) Trunnion Shaft Replacement | | | | | Highway | \$ 13,317,136 |
| Project Description: | | | Replace trunnion shaft; bridge #01377A. ODOT is lead on project with WSDOT paying 50% of total. | | | | | | |
| Existing MTIP Project Fund Programming by Phase | | | | | | | | | |
| Fund Type Code | Fund Code | Type | Year | Planning | Preliminary Engineering | Right of Way | Other (Utility Relocation) | Construction | Total |
| NHPP-FAST | Z001 | Federal | 2015 | | \$ 528,958 | | | | \$ 528,958 |
| State | Match | State | 2015 | | \$ 60,542 | | | | \$ 60,542 |
| Redistribution | Z030 | Federal | 2015 | | \$ 640,468 | | | | \$ 640,468 |
| State | Match | State | 2015 | | \$ 54,032 | | | | \$ 54,032 |
| Other | Overmatch | Local | 2015 | | \$ 1,284,000 | | | | \$ 1,284,000 |
| NHPP-FAST | Z001 | Federal | 2018 | | | | | \$ 4,822,600 | \$ 4,822,600 |
| State | Match | State | 2018 | | | | | \$ 551,968 | \$ 551,968 |
| Other | Overmatch | Local | 2018 | | | | | \$ 5,374,568 | \$ 5,374,568 |
| | | | | | | | | | \$ - |
| Total: | | | \$ - | \$ 2,568,000 | \$ - | \$ - | \$ 10,749,136 | \$ 13,317,136 | |
| Notes: | <p>1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment.</p> <p>2. Shaded rows (funding in years before 2018): Funding in year prior to 2018 are considered prior obligated years. These funding years are outside the existing active years of the 2018-2021 MTIP. In the MTIP, the funding is totaled and listed as "Prior Obligated".</p> <p>3. NHPP-FAST = Federal National Highway Performance Program funds allocated to ODOT under the current FAST Act transportation legislation.</p> <p>4. Redistribution = Federal funds from FHWA after pulled from some states and then re-distributed to other states.</p> <p>5. Local = General local funds committed by the lead agency in support of the required local match to the federal funds.</p> <p>6. Other = Additional local funds the lead agency commits to the project above the required match to the federal funds. Referred to as "Overmatch".</p> | | | | | | | | |
| <p>Amendment Summary Proposed changes are stated on the next page</p> | | | | | | | | | |

PROJECT #2 PROPOSED AMENDED CHANGES

| ODOT Key | MTIP ID | Lead Agency | Project Name | | | | Project Type | Project Cost | |
|--|-----------|---|---|--------------|-------------------------|--------------|----------------------------|---------------|--------------|
| 19651 | 70832 | ODOT | I-5: Interstate Br (NB) Trunnion Shaft Replacement | | | | 0 | \$ 16,445,764 | |
| Project Description: | | Replace trunnion shaft; bridge #01377A. ODOT is lead on project with WSDOT paying 50% of total. | | | | | | | |
| Amended MTIP Fund Programming by Phase | | | | | | | | | |
| Fund Type Code | Fund Code | Type | Year | Planning | Preliminary Engineering | Right of Way | Other (Utility Relocation) | Construction | Total |
| NHPP-FAST | Z002 | Federal | 2015 | | \$ 729,227 | | | | \$ 729,227 |
| State | Match | State | 2015 | | \$ 61,520 | | | | \$ 61,520 |
| Redistribution | Z030 | Federal | 2015 | | \$ 640,468 | | | | \$ 640,468 |
| State | Match | State | 2015 | | \$ 54,032 | | | | \$ 54,032 |
| Other | Overmatch | Local | 2015 | | \$ 1,485,248 | | | | \$ 1,485,248 |
| NHPP-FAST | Z001 | Federal | 2018 | | | | | \$ 6,213,447 | \$ 6,213,447 |
| State | Match | State | 2018 | | | | | \$ 524,188 | \$ 524,188 |
| Other | Overmatch | Local | 2018 | | | | | \$ 6,737,634 | \$ 6,737,634 |
| | | | | | | | | | \$ - |
| Total: | | | \$ - | \$ 2,970,495 | \$ - | \$ - | \$ 13,475,269 | \$ 16,445,764 | |

- Notes:
1. **Red Font** = Funding reductions made to the project phase. **Blue font** = Additions made to the project as part of the amendment.
 2. Shaded rows (funding in years before 2018): Funding in year prior to 2018 are considered prior obligated years. These funding years are outside the existing active years of the 2018-2021 MTIP. In the MTIP, the funding is totaled and listed as "Prior Obligated".
 3. NHPP-FAST = Federal National Highway Performance Program funds allocated to ODOT under the current FAST Act transportation legislation.
 4. Redistribution = Federal funds from FHWA after pulled from some states and then re-distributed to other states.
 5. Local = General local funds committed by the lead agency in support of the required local match to the federal funds.
 6. Other = Additional local funds the lead agency commits to the project above the required match to the federal funds. Referred to as "Overmatch".

Amendment Summary

The project's construction phase was first advanced from 2019 to 2018 via an administrative modification during August 2018 to allow the construction phase to obligate. The final construction phase estimate was received and reflected a significant increase. The construction phase was authorized in before the end of FFY 2018. This amendment provides the required funding corrections to the construction phase and PE phase for auditing purposes.

Exhibit A to Resolution 18-4912

2018-2021 Metropolitan Transportation Improvement Program Chapter 5 Tables Amendment
 Action: Amend the MTIP to increase or adjust required funding and scope, or add new projects



| PROJECT #3 EXISTING MTIP PROGRAMMING | | | | | | | | | |
|--|---|-------------|--|--------------|-------------------------|--------------|----------------------------|---------------|---------------|
| ODOT Key | MTIP ID | Lead Agency | Project Name | | | | | Project Type | Project Cost |
| 19533 | 70836 | ODOT | I-405: Fremont Bridge | | | | | Highway | \$ 21,200,000 |
| Project Description: | | | Replace modular joints and repair decks. | | | | | | |
| Existing MTIP Project Fund Programming by Phase | | | | | | | | | |
| Fund Type Code | Fund Code | Type | Year | Planning | Preliminary Engineering | Right of Way | Other (Utility Relocation) | Construction | Total |
| NHPP-FAST | Z001 | Federal | 2016 | | \$ 1,890,510 | | | | \$ 1,890,510 |
| State | Match | State | 2016 | | \$ 159,490 | | | | \$ 159,490 |
| NHPP-FAST | Z001 | Federal | 2018 | | | | | \$ 17,660,130 | \$ 17,660,130 |
| State | Match | State | 2018 | | | | | \$ 1,489,870 | \$ 1,489,870 |
| | | | | | | | | | \$ - |
| Total: | | | \$ - | \$ 2,050,000 | \$ - | \$ - | \$ 19,150,000 | \$ 21,200,000 | |
| Notes: | 1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment. 2. Shaded rows (funding in years before 2018): Funding in year prior to 2018 are considered prior obligated years. These funding years are outside the existing active years of the 2018-2021 MTIP. In the MTIP, the funding is totaled and listed as "Prior Obligated". 3. NHPP-FAST = Federal National Highway Performance Program funds allocated to ODOT under the current FAST Act transportation legislation. 4. State = General state funds committed by the lead agency in support of the required local match to the federal funds. | | | | | | | | |
| Amendment Summary Proposed changes are stated on the next page | | | | | | | | | |

PROJECT #3 PROPOSED AMENDED CHANGES

| ODOT Key | MTIP ID | Lead Agency | Project Name | Project Type | Project Cost |
|----------|---------|-------------|---|--------------|---------------|
| 19533 | 70836 | ODOT | I-405: Fremont Bridge I-405:Fremont Bridge to US26 WB connection bridge (Portland) | Highway | \$ 22,954,542 |

Project Description: ~~Replace modular joints and repair decks.~~
Replace modular joints and repair decks. The US26 westbound connection bridge will receive a deck overlay to seal the cracks and provide additional cover for the reinforcement; a rail retrofit, and leaking joints will be addressed.

Amended MTIP Fund Programming by Phase

| Fund Type Code | Fund Code | Type | Year | Planning | Preliminary Engineering | Right of Way | Other (Utility Relocation) | Construction | Total |
|-----------------------|-----------|---------|------|----------|-------------------------|--------------|----------------------------|---------------|---------------|
| NHPP-FAST | Z001 | Federal | 2016 | | \$ 1,671,056 | | | | \$ 1,671,056 |
| State | Match | State | 2016 | | \$ 191,260 | | | | \$ 191,260 |
| HBRR | L1CE | Federal | 2016 | | \$ 1,045 | | | | \$ 1,045 |
| State | Match | State | 2016 | | \$ 120 | | | | \$ 120 |
| State STBG-FLX | Z240 | Federal | 2016 | | \$ 492,470 | | | | \$ 492,470 |
| State | Match | State | 2016 | | \$ 56,365 | | | | \$ 56,365 |
| NHPP-FAST | Z001 | Federal | 2018 | | | | | \$ 1,283,911 | \$ 1,283,911 |
| State | Match | State | 2018 | | | | | \$ 108,315 | \$ 108,315 |
| NHPP | M001 | Federal | 2018 | | | | | \$ 3,919,350 | \$ 3,919,350 |
| State | Match | State | 2018 | | | | | \$ 330,650 | \$ 330,650 |
| Redistribution | Z030 | Federal | 2018 | | | | | \$ 13,740,780 | \$ 13,740,780 |
| State | Match | State | 2018 | | | | | \$ 1,159,220 | \$ 1,159,220 |
| Total: | | | | \$ - | \$ 2,412,316 | \$ - | \$ - | \$ 20,542,226 | \$ 22,954,542 |

- Notes:
- Red Font** = Funding reductions made to the project phase. **Blue font** = Additions made to the project as part of the amendment.
 - Shaded rows (funding in years before 2018): Funding in year prior to 2018 are considered prior obligated years. These funding years are outside the existing active years of the 2018-2021 MTIP. In the MTIP, the funding is totaled and listed as "Prior Obligated".
 - NHPP-FAST = Federal National Highway Performance Program funds allocated to ODOT under the current FAST Act transportation legislation.
 - NHPP = Federal National Highway Performance Program funding allocated to ODT, but from the MAP 21 transportation legislation
 - HBRR = Federal Highway Bridge Replacement and Rehabilitation funds allocated to ODOT which support bridge O&M and bridge reconstruction needs, or the construction of replacement or new bridges.
 - State STBG-FLX = Federal Surface Transportation Block Grant funds (same as STP) allocated to ODOT to support ODOT program needs.
 - Redistribution = Federal funds from FHWA after pulled from some states and then re-distributed to other states.
 - State = General state funds committed by the lead agency in support of the required local match to the federal funds.

Amendment Summary

The amendment combines Key 20482 into Key 19533. As a result, there is a cost increase, but also a scope update that results now in 7 site locations as part of the project. Bridge #09268E also is now added to the project scope. The primary scope is still rehabilitation focused and will include the following: Replace modular joints and repair decks. The US26 westbound connection bridge will receive a deck overlay to seal the cracks and provide additional cover for the reinforcement; a rail retrofit, and leaking joints will be addressed.

Exhibit A to Resolution 18-4912

2018-2021 Metropolitan Transportation Improvement Program Chapter 5 Tables Amendment
 Action: Amend the MTIP to increase or adjust required funding and scope, or add new projects



| PROJECT #4 EXISTING MTIP PROGRAMMING | | | | | | | | | |
|--|---|--|--|----------|-------------------------|--------------|----------------------------|--------------|--------------|
| ODOT Key | MTIP ID | Lead Agency | Project Name | | | | | Project Type | Project Cost |
| 20482 | 70974 | ODOT | I-405 NB to US26 WB Over I-405 Connection Bridge | | | | | Highway | \$ 1,548,226 |
| Project Description: | | Deck overlay to seal the cracks and provide additional cover for the reinforcement. Rail retrofit. Address leaking joints. | | | | | | | |
| Existing MTIP Project Fund Programming by Phase | | | | | | | | | |
| Fund Type Code | Fund Code | Type | Year | Planning | Preliminary Engineering | Right of Way | Other (Utility Relocation) | Construction | Total |
| NHPP-FAST | Z001 | Federal | 2017 | | \$ 139,979 | | | | \$ 139,979 |
| State | Match | State | 2017 | | \$ 16,021 | | | | \$ 16,021 |
| NHPP-FAST | Z001 | Federal | 2019 | | | | | \$ 1,249,244 | \$ 1,249,244 |
| State | Match | State | 2019 | | | | | \$ 142,982 | \$ 142,982 |
| | | | | | | | | | \$ - |
| | | | Total: | \$ - | \$ 156,000 | \$ - | \$ - | \$ 1,392,226 | \$ 1,548,226 |
| Notes: | 1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment. 2. Shaded rows (funding in years before 2018): Funding in year prior to 2018 are considered prior obligated years. These funding years are outside the existing active years of the 2018-2021 MTIP. In the MTIP, the funding is totaled and listed as "Prior Obligated". 3. NHPP-FAST = Federal National Highway Performance Program funds allocated to ODOT under the current FAST Act transportation legislation. 4. State = General state funds committed by the lead agency in support of the required local match to the federal funds. | | | | | | | | |
| Amendment Summary Proposed changes are stated on the next page | | | | | | | | | |

| PROJECT #4 PROPOSED AMENDED CHANGES | | | | | | | | | |
|---|--|-------------|--|----------|-------------------------|--------------|----------------------------|--------------|----------|
| ODOT Key | MTIP ID | Lead Agency | Project Name | | | | Project Type | Project Cost | |
| 20482 | 70974 | ODOT | I-405 NB to US26 WB Over I-405 Connection Bridge | | | | Highway | \$ 5,641 | |
| Project Description: | | | Deck overlay to seal the cracks and provide additional cover for the reinforcement. Rail retrofit. Address leaking joints. | | | | | | |
| Amended MTIP Fund Programming by Phase | | | | | | | | | |
| Fund Type Code | Fund Code | Type | Year | Planning | Preliminary Engineering | Right of Way | Other (Utility Relocation) | Construction | Total |
| NHPP | MOE1 | Federal | 2017 | | \$ 5,202 | | | | \$ 5,202 |
| State | Match | State | 2017 | | \$ 439 | | | | \$ 439 |
| | | | | | | | | | \$ - |
| | | | | | | | | | \$ - |
| Total: | | | | \$ - | \$ 5,641 | \$ - | \$ - | \$ - | \$ 5,641 |
| Notes: | <p>1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment.</p> <p>2. Shaded rows (funding in years before 2018): Funding in year prior to 2018 are considered prior obligated years. These funding years are outside the existing active years of the 2018-2021 MTIP. In the MTIP, the funding is totaled and listed as "Prior Obligated".</p> <p>3. NHPP-FAST = Federal National Highway Performance Program funds allocated to ODOT under the current FAST Act transportation legislation.</p> <p>4. State = General state funds committed by the lead agency in support of the required local match to the federal funds.</p> | | | | | | | | |
| <p>Amendment Summary</p> <p>The amendment combines the construction phase funding into Key 19533 as noted in project amendment #2 above. The obligated PE funds are left as obligated for the project. The overlapping scope for both projects indicated a better use and leveraging of funding would occur by combining Key 20482 into Key 19533. Key 20482 will be removed from the MTIP during the next MTIP Update</p> | | | | | | | | | |

Exhibit A to Resolution 18-4912

2018-2021 Metropolitan Transportation Improvement Program Chapter 5 Tables Amendment
 Action: Amend the MTIP to increase or adjust required funding and scope, or add new projects



| PROJECT #5 EXISTING MTIP PROGRAMMING | | | | | | | | | |
|--|--|---|--|------------|-------------------------|--------------|----------------------------|--------------|--------------|
| ODOT Key | MTIP ID | Lead Agency | Project Name | | | | | Project Type | Project Cost |
| 19722 | 70853 | Portland | HSIP 2016 Signalized Improvements (Portland) | | | | | Other/Safety | \$ 2,659,191 |
| Project Description: | | Upgrade signal heads to a larger size. Install reflectorized backplates and countdown pedestrian signals. Replace illumination with LED fixtures. | | | | | | | |
| Existing MTIP Project Fund Programming by Phase | | | | | | | | | |
| Fund Type Code | Fund Code | Type | Year | Planning | Preliminary Engineering | Right of Way | Other (Utility Relocation) | Construction | Total |
| HSIP | MS3E | Federal | 2016 | | \$ 778,423 | | | | \$ 778,423 |
| ADVCON | ACPO | Federal | 2018 | | | | | \$ 1,793,739 | \$ 1,793,739 |
| Other | Overmatch | Local | 2018 | | | | | \$ 87,029 | \$ 87,029 |
| | | | | | | | | | \$ - |
| | | | | | | | | | \$ - |
| Total: | | | \$ - | \$ 778,423 | \$ - | \$ - | \$ 1,880,768 | \$ 2,659,191 | |
| Notes: | 1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment. 2. Shaded rows (funding in years before 2018): Funding in year prior to 2018 are considered prior obligated years. These funding years are outside the existing active years of the 2018-2021 MTIP. In the MTIP, the funding is totaled and listed as "Prior Obligated". 3. HSIP = Federal Highway Safety Improvement Program set at 100% federal (non required match) for roadway safety improvements 4. ADVCON = Federal fund generic placeholder allowing the state to cover the phase initially until the final federal fund code is determined and committed to the project.. 5. Other = Additional local funds the lead agency provides in support of the project phase above the required matching funds. Referred to also as "local overmatch" | | | | | | | | |
| Amendment Summary Proposed changes are stated on the next page | | | | | | | | | |

| PROJECT #5 PROPOSED AMENDED CHANGES | | | | | | | | | |
|--|--|-------------|---|----------|-------------------------|--------------|----------------------------|--------------|--------------|
| ODOT Key | MTIP ID | Lead Agency | Project Name | | | | Project Type | Project Cost | |
| 19722 | 70853 | Portland | HSIP 2016 Signalized Improvements (Portland) | | | | | \$ 2,028,862 | |
| Project Description: | | | Upgrade signal heads to a larger size. Install reflectorized backplates and countdown pedestrian signals. Replace illumination with LED fixtures. | | | | | | |
| Amended MTIP Fund Programming by Phase | | | | | | | | | |
| Fund Type Code | Fund Code | Type | Year | Planning | Preliminary Engineering | Right of Way | Other (Utility Relocation) | Construction | Total |
| HSIP | MS3E | Federal | 2016 | | \$ 778,423 | | | | \$ 778,423 |
| Other | Overmatch | Local | 2016 | | \$ 99,222 | | | | \$ 99,222 |
| ADVCON | ACPO | Federal | 2018 | | | | | \$ 1,064,188 | \$ 1,064,188 |
| Other | Overmatch | Local | 2018 | | | | | \$ 87,029 | \$ 87,029 |
| Total: | | | | \$ - | \$ 877,645 | \$ - | \$ - | \$ 1,151,217 | \$ 2,028,862 |
| Notes: | <p>1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment.</p> <p>2. Shaded rows (funding in years before 2018): Funding in year prior to 2018 are considered prior obligated years. These funding years are outside the existing active years of the 2018-2021 MTIP. In the MTIP, the funding is totaled and listed as "Prior Obligated".</p> <p>3. NHPP-FAST = Federal National Highway Performance Program funds allocated to ODOT under the current FAST Act transportation legislation.</p> <p>4. State = General state funds committed by the lead agency in support of the required local match to the federal funds.</p> | | | | | | | | |
| <p>Amendment Summary</p> <p>Upon completion of a structural analysis to determine whether or not larger signal heads could be supported by existing poles, a substantial cost emerged for some signals prohibiting the city from moving forward for the identified signal elements based on the existing budget. These elements were removed from the overall scope resulting in a cost decrease to the project at this time.</p> | | | | | | | | | |

Exhibit A to Resolution 18-4912

2018-2021 Metropolitan Transportation Improvement Program Chapter 5 Tables Amendment
 Action: Amend the MTIP to increase or adjust required funding and scope, or add new projects



| PROJECT #6 EXISTING MTIP PROGRAMMING | | | | | | | | | |
|--|---|--|--------------------------------|------------|-------------------------|--------------|----------------------------|--------------|--------------|
| ODOT Key | MTIP ID | Lead Agency | Project Name | | | | | Project Type | Project Cost |
| 19723 | 70840 | Portland | HSIP City of Portland Bike Ped | | | | | Local Rd | \$ 1,782,126 |
| Project Description: | | In Portland at various locations complete bike/ped safety improvements including pavement markings and signs, Pedestrian refuge island, curb extensions and rapid flash beacon | | | | | | | |
| Existing MTIP Project Fund Programming by Phase | | | | | | | | | |
| Fund Type Code | Fund Code | Type | Year | Planning | Preliminary Engineering | Right of Way | Other (Utility Relocation) | Construction | Total |
| HSIP | MS3E | Federal | 2016 | | \$ 432,689 | | | | \$ 432,689 |
| Local | Match | Local | 2016 | | \$ 36,503 | | | | \$ 36,503 |
| Other | Overmatch | Local | 2016 | | \$ 97,153 | | | | \$ 97,153 |
| HSIP | MS30 | Federal | 2018 | | | | | \$ 852,411 | \$ 852,411 |
| Local | Match | Local | 2018 | | | | | \$ 71,912 | \$ 71,912 |
| Other | Overmatch | Local | 2018 | | | | | \$ 291,458 | \$ 291,458 |
| | | | | | | | | | \$ - |
| Total: | | | \$ - | \$ 566,345 | \$ - | \$ - | \$ 1,215,781 | \$ 1,782,126 | |
| Notes: | 1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment. 2. Shaded rows (funding in years before 2018): Funding in year prior to 2018 are considered prior obligated years. These funding years are outside the existing active years of the 2018-2021 MTIP. In the MTIP, the funding is totaled and listed as "Prior Obligated". 3. HSIP = Federal Highway Safety Improvement Program funds allocated to ODOT to be used for various types of safety improvement projects. 4. Local = General local funds committed by the lead agency in support of the required local match to the federal funds. 5. Other = Additional local funds the lead agency commits to the project above the required match to the federal funds. Referred to as "Overmatch". | | | | | | | | |
| Amendment Summary Proposed changes are stated on the next page | | | | | | | | | |

PROJECT #6 PROPOSED AMENDED CHANGES

| ODOT Key | MTIP ID | Lead Agency | Project Name | Project Type | Project Cost |
|----------------------|---------|-------------|--|--------------|--------------|
| 19723 | 70840 | Portland | HSIP City of Portland Bike Ped | Local Rd | \$ 2,206,346 |
| Project Description: | | | In Portland at various locations complete bike/ped safety improvements including pavement markings and signs, Pedestrian refuge island, curb extensions and rapid flash beacon | | |

Amended MTIP Fund Programming by Phase

| Fund Type Code | Fund Code | Type | Year | Planning | Preliminary Engineering | Right of Way | Other (Utility Relocation) | Construction | Total |
|----------------|-----------|---------|------|-------------|-------------------------|--------------|----------------------------|---------------------|---------------------|
| HSIP | MS3E | Federal | 2016 | | \$ 432,689 | | | | \$ 432,689 |
| Local | Match | Local | 2016 | | \$ 36,503 | | | | \$ 36,503 |
| Other | Overmatch | Local | 2016 | | \$ 97,153 | | | | \$ 97,153 |
| HSIP | MS30 | Federal | 2018 | | | | | \$ 852,411 | \$ 852,411 |
| Local | Match | Local | 2018 | | | | | \$ 71,912 | \$ 71,912 |
| Other | Overmatch | Local | 2018 | | | | | \$ 715,678 | \$ 715,678 |
| Total: | | | | \$ - | \$ 566,345 | \$ - | \$ - | \$ 1,640,001 | \$ 2,206,346 |

- Notes:
- Red Font** = Funding reductions made to the project phase. **Blue font** = Additions made to the project as part of the amendment.
 - Shaded rows (funding in years before 2018): Funding in year prior to 2018 are considered prior obligated years. These funding years are outside the existing active years of the 2018-2021 MTIP. In the MTIP, the funding is totaled and listed as "Prior Obligated".
 - HSIP = Federal Highway Safety Improvement Program funds allocated to ODOT to be used for various types of safety improvement projects.
 - Local = General local funds committed by the lead agency in support of the required local match to the federal funds.
 - Other = Additional local funds the lead agency commits to the project above the required match to the federal funds. Referred to as "Overmatch".

Amendment Summary

A minor scope change is now occurring at the intersection of 148th and Division requiring curb extensions, and at the intersection of Division Street and 124th /125th which now will include a full signal. This results in a \$424k cost increase to the project. The amendment provides the updated final construction phase obligation amounts to FY 2018 for auditing purposes

Exhibit A to Resolution 18-4912

2018-2021 Metropolitan Transportation Improvement Program Chapter 5 Tables Amendment
 Action: Amend the MTIP to increase or adjust required funding and scope, or add new projects



| PROJECT #7 EXISTING MTIP PROGRAMMING | | | | | | | | | |
|---|---|--|--|----------|-------------------------|--------------|----------------------------|--------------|--------------|
| ODOT Key | MTIP ID | Lead Agency | Project Name | | | | | Project Type | Project Cost |
| 14409 | 70063 | Portland | Marine Drive Path: NE 112th Ave - NE 185th Ave | | | | | Trail | \$ 1,076,563 |
| Project Description: | | Construct three segments of and off-street path and one segment of an on-street path with signal crossings | | | | | | | |
| Existing MTIP Project Fund Programming by Phase | | | | | | | | | |
| Fund Type Code | Fund Code | Type | Year | Planning | Preliminary Engineering | Right of Way | Other (Utility Relocation) | Construction | Total |
| CMAQ | L40E | Federal | 2014 | | \$ 250,347 | | | | \$ 250,347 |
| Local | Match | Local | 2014 | | \$ 28,653 | | | | \$ 28,653 |
| CMAQ | L40E | Federal | 2018 | | | | | \$ 715,653 | \$ 715,653 |
| Local | Match | Local | 2018 | | | | | \$ 81,910 | \$ 81,910 |
| | | | | | | | | | \$ - |
| Total: | | | | \$ - | \$ 279,000 | \$ - | \$ - | \$ 797,563 | \$ 1,076,563 |
| Notes: | 1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment. 2. CMAQ = Federal Congestion Mitigation Air Quality (CMAQ) improvement funds. These funds support activities that provide air quality improvements. 3. Local = General local funds committed by the lead agency in support of the required local match to the federal funds. 4. Other = Additional local funds the lead agency commits to the project above the required match to the federal funds. Referred to as "Overmatch". | | | | | | | | |

Amendment Summary
 Proposed changes are stated on the next page

PROJECT #7 PROPOSED AMENDED CHANGES

| ODOT Key | MTIP ID | Lead Agency | Project Name | Project Type | Project Cost |
|----------------------|---------|-------------|--|--------------|--------------|
| 14409 | 71053 | Metro | Marine Drive Path: NE 112th Ave - NE 185th Ave | Trail | \$ 1,450,179 |
| Project Description: | | | Construct three segments of and off-street path and one segment of an on-street path with signal crossings | | |

Amended MTIP Fund Programming by Phase

| Fund Type Code | Fund Code | Type | Year | Planning | Preliminary Engineering | Right of Way | Other (Utility Relocation) | Construction | Total |
|----------------|-----------|---------|------|----------|-------------------------|--------------|----------------------------|--------------|--------------|
| CMAQ | L40E | Federal | 2014 | | \$ 250,347 | | | | \$ 250,347 |
| Local | Match | State | 2014 | | \$ 28,653 | | | | \$ 28,653 |
| Other | Overmatch | Local | 2014 | | \$ 10,000 | | | | \$ 10,000 |
| CMAQ | L40E | Federal | 2018 | | | | | \$ 715,653 | \$ 715,653 |
| Local | Match | Local | 2018 | | | | | \$ 81,910 | \$ 81,910 |
| Other | Overmatch | Local | 2018 | | | | | \$ 363,616 | \$ 363,616 |
| | | | | | | | | | \$ - |
| Total: | | | | \$ - | \$ 289,000 | \$ - | \$ - | \$ 1,161,179 | \$ 1,450,179 |

| | |
|--------|---|
| Notes: | 1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment. |
| | 2. CMAQ = Federal Congestion Mitigation Air Quality (CMAQ) improvement funds. These funds support activities that provide air quality improvements. |
| | 3. Local = General local funds committed by the lead agency in support of the required local match to the federal funds. |
| | 4. Other = Additional local funds the lead agency commits to the project above the required match to the federal funds. Referred to as "Overmatch". |

Amendment Summary

The primary reason for the cost increase is the Army Corp's requirements for the retaining wall and an recent updated cost estimate (adjust for inflation and current demand issues) which replaced an earlier engineer's cost assessment. The project was authorized to obligate the construction phase before the end of FFY 2018. This amendment provides the final obligation corrections for MTIP auditing and accounting requirements.

Exhibit A to Resolution 18-4912

2018-2021 Metropolitan Transportation Improvement Program Chapter 5 Tables Amendment
 Action: Amend the MTIP to increase or adjust required funding and scope, or add new projects



PROJECT #8 EXISTING MTIP PROGRAMMING: **None** - **NEW MTIP PROJECT**

PROJECT #8 PROPOSED AMENDED CHANGES - NEW PROJECT

| ODOT Key | MTIP ID | Lead Agency | Project Name | | | | Project Type | Project Cost | |
|--------------------------------|-----------|---|---|----------|-------------------------|--------------|----------------------------|--------------|--------------|
| TBD | TBD | Portland | OR99W/Barbur Blvd Area: Sidewalk Infill Projects | | | | Highway | \$ 1,938,487 | |
| Project Description: | | In Portland at multiple locations near and around OR99W (SW Barbur Blvd), complete sidewalk infill projects (Replacement Project Grouping Bucket for Key 19298) | | | | | | | |
| MTIP Fund Programming by Phase | | | | | | | | | |
| Fund Type Code | Fund Code | Type | Year | Planning | Preliminary Engineering | Right of Way | Other (Utility Relocation) | Construction | Total |
| STP>200K | M230 | Federal | 2019 | | \$ 377,763 | | | | \$ 377,763 |
| Local | Match | Local | 2019 | | \$ 43,237 | | | | \$ 43,237 |
| STP>200K | M230 | Federal | 2021 | | | | | \$ 1,361,641 | \$ 1,361,641 |
| Local | Match | Local | 2021 | | | | | \$ 155,846 | \$ 155,846 |
| Total: | | | | \$ - | \$ 421,000 | \$ - | \$ - | \$ 1,517,487 | \$ 1,938,487 |

- Notes:
- Red Font** = Funding reductions made to the project phase. **Blue font** = Additions made to the project as part of the amendment.
 - Shaded rows (funding in years before 2018): Funding in year prior to 2018 are considered prior obligated years. These funding years are outside the existing active years of the 2018-2021 MTIP. In the MTIP, the funding is totaled and listed as "Prior Obligated".
 - STP>200K = Federal Surface Transportation Program funds allocated to Metro to support eligible projects in areas with populations greater than 200,000
 - Local = General local funds committed by the lead agency in support of the required match to the federal funds.

Amendment Summary

This formal amendment adds a new project for Portland. The project consists of 4 sidewalk infill location sites Portland will complete. The project is a replacement project to Key 19298 which is being canceled in this amendment bundle as well. The funding from Key 19298 is recommitted and programmed now to this new sidewalk infill project.

Exhibit A to Resolution 18-4912

2018-2021 Metropolitan Transportation Improvement Program Chapter 5 Tables Amendment
 Action: Amend the MTIP to increase or adjust required funding and scope, or add new projects



| PROJECT #9 EXISTING MTIP PROGRAMMING | | | | | | | | | |
|--|--|--|---|----------|-------------------------|--------------|----------------------------|--------------|--------------|
| ODOT Key | MTIP ID | Lead Agency | Project Name | | | | | Project Type | Project Cost |
| 19298 | 70676 | Portland | OR99W: SW 26th Ave - SW 19th (Portland) | | | | | Highway | \$ 1,999,331 |
| Project Description: | | This project will build missing gaps in the sidewalks and bike lanes, and make enhancements to existing intersections along SW Barbur Boulevard. | | | | | | | |
| Existing MTIP Project Fund Programming by Phase | | | | | | | | | |
| Fund Type Code | Fund Code | Type | Year | Planning | Preliminary Engineering | Right of Way | Other (Utility Relocation) | Construction | Total |
| STP>200K | M230 | Federal | 2019 | | \$ 400,000 | | | | \$ 400,000 |
| Local | Match | Local | 2019 | | \$ 45,782 | | | | \$ 45,782 |
| STP>200K | M230 | Federal | 2020 | | | \$ 100,000 | | | \$ 100,000 |
| Local | Match | Local | 2020 | | | \$ 11,445 | | | \$ 11,445 |
| STP>200K | M230 | Federal | 2021 | | | | | \$ 1,294,000 | \$ 1,294,000 |
| Local | Match | Local | 2021 | | | | | \$ 148,104 | \$ 148,104 |
| | | | | | | | | | \$ - |
| Total: | | | | \$ - | \$ 445,782 | \$ 111,445 | \$ - | \$ 1,442,104 | \$ 1,999,331 |
| Notes: | 1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment. 2. STP>200K = Federal Surface Transportation Program funds allocated to Metro to support eligible projects in areas with populations greater than 200,000 3. Local = General local funds committed by the lead agency in support of the required local match to the federal funds. | | | | | | | | |
| Amendment Summary Proposed changes are stated on the next page | | | | | | | | | |

PROJECT #9 PROPOSED AMENDED CHANGES

| ODOT Key | MTIP ID | Lead Agency | Project Name | Project Type | Project Cost |
|----------------------|---------|-------------|--|--------------|--------------|
| 19298 | 70676 | Portland | OR99W: SW 26th Ave - SW 19th (Portland) | 0 | \$ - |
| Project Description: | | | This project will build missing gaps in the sidewalks and bike lanes, and make enhancements to existing intersections along SW Barbur Boulevard. | | |

Amended MTIP Fund Programming by Phase

| Fund Type Code | Fund Code | Type | Year | Planning | Preliminary Engineering | Right of Way | Other (Utility Relocation) | Construction | Total |
|------------------------|------------------|--------------------|-----------------|----------|-------------------------|--------------|----------------------------|--------------|-------|
| STP>200K | M230 | Federal | 2019 | | \$ - | | | | \$ - |
| Local | Match | Local | 2019 | | \$ - | | | | \$ - |
| STP>200K | M230 | Federal | 2020 | | | \$ - | | | \$ - |
| Local | Match | Local | 2020 | | | \$ - | | | \$ - |
| STP>200K | M230 | Federal | 2021 | | | | | \$ - | \$ - |
| Local | Match | Local | 2021 | | | | | \$ - | \$ - |
| | | | | | | | | | \$ - |
| Total: | | | | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |

Notes:

- ~~Red Font~~ = Funding reductions made to the project phase. ~~Blue font~~ = Additions made to the project as part of the amendment.
- ~~STP>200K~~ = Federal Surface Transportation Program funds allocated to Metro to support eligible projects in areas with populations greater than 200,000
- ~~Local~~ = General local funds committed by the lead agency in support of the required local match to the federal funds.

Amendment Summary

All funding for this project is being transferred to Portland's new OR99/Barbur Blvd sidewalk infill project as a replacement project. Conflicts would potentially exist with the planned Southwest Corridor Project rendering Key 19298 impossible to complete. As a result Metro offered Portland a replacement project in the same area and with the basic same scope of work. Key 19298 is therefore canceled now.

Exhibit A to Resolution 18-4912

2018-2021 Metropolitan Transportation Improvement Program Chapter 5 Tables Amendment
 Action: Amend the MTIP to increase or adjust required funding and scope, or add new projects



PROJECT #10 EXISTING MTIP PROGRAMMING: **None** - NEW MTIP PROJECT

PROJECT #10 PROPOSED AMENDED CHANGES - NEW PROJECT

| ODOT Key | MTIP ID | Lead Agency | Project Name | Project Type | Project Cost |
|----------|---------|-------------|--|--------------|--------------|
| 21362 | TBD | TriMet | TriMet Mass Transit Vehicle Replacement (5307) | | \$ 1,076,248 |

Project Description: Replacement of 2 mass transit vehicles. This project will be delivered through FTA.

MTIP Fund Programming by Phase

| Fund Type Code | Fund Code | Type | Year | Planning | Preliminary Engineering | Right of Way | Construction | Other (Transit) | Total |
|----------------|-----------|---------|------|----------|-------------------------|--------------|--------------|-----------------|--------------|
| State STBG-FLX | Z240 | Federal | 2019 | | | | | \$ 965,717 | \$ 965,717 |
| State | Match | State | 2019 | | | | | \$ 110,531 | \$ 110,531 |
| | | | | | | | | \$ - | \$ - |
| | | | | | | | | \$ - | \$ - |
| Total: | | | | \$ - | \$ - | \$ - | \$ - | \$ 1,076,248 | \$ 1,076,248 |

- Notes:
1. **Red Font** = Funding reductions made to the project phase. **Blue font** = Additions made to the project as part of the amendment.
 2. Shaded rows (funding in years before 2018): Funding in year prior to 2018 are considered prior obligated years. These funding years are outside the existing active years of the 2018-2021 MTIP. In the MTIP, the funding is totaled and listed as "Prior Obligated".
 3. State STBG-FLX = Federal Surface Transportation Block Grant funds (same as STP) allocated to ODOT to support ODOT program needs.
 4. State = General state funds committed by the lead agency in support of the required local match to the federal funds.

Amendment Summary

This formal amendment adds a new project for TriMet to the 2018 MTIP. The replacement transit vehicle purchase originates from ODOT's discretionary grant award program. TriMet has been awarded 2 mass transit vehicle replacements. The final grant awards were approved by the Oregon Transportation Commission during their May 2018 meeting.

Memo



Date: Friday, September 7, 2018
 To: JPACT and Interested Parties
 From: Ken Lobeck, Funding Programs Lead, 503-797-1785
 Subject: September 2018 MTIP Formal Amendment & Approval Request of Resolution 18-4912

STAFF REPORT

FOR THE PURPOSE OF ADDING OR AMENDING EXISTING PROJECTS TO THE 2018-21 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM INVOLVING TEN PROJECTS IMPACTING KING CITY ODOT, PORTLAND AND TRIMET (SP19-02-SEP)

BACKGROUND

What this is:

The September 2018 Formal Metropolitan Transportation Improvement Program (MTIP) Amendment bundle (for FFY 2019) contains required changes and updates impacting King City ODOT, Portland and TriMet. Ten projects are included in the amendment bundle. They are summarized in the below table:

| Proposed September 2018 Formal Amendment Bundle Amendment Type: FORMAL, SP19-02-SEP Total Number of Projects: 10 | | | |
|---|--------------------|--|--|
| ODOT Key | Lead Agency | Project Name | Required Changes |
| Project #1 18807 | King City | OR99W: SW Royalty Parkway - SE Durham Rd (King City) | COST INCREASE: The construction phase received higher bids than anticipated. As a result additional funds are being committed to the construction phase to enable it to obligate by the end of 2018. This amendment is a corrective action to ensure the MTIP and STIP match up with the final construction phase obligation total for auditing purposes. |
| Project #2 19651 | ODOT | I-5: Interstate Br (NB) Trunnon Shaft Replacement | COST INCREASE: The project's construction phase was first advanced from 2019 to 2018 via an administrative modification during August 2018 to allow the construction phase to obligate. The final construction phase estimate was received and reflected a significant increase. The construction phase was authorized in before the end of FFY 2018. This amendment provides the required funding corrections to the construction phase and PE phase for auditing purposes. |

| | | | |
|-----------------------------|-----------------|--|---|
| <p>Project #3 19533</p> | <p>ODOT</p> | <p>I-405: Fremont Bridge to US26 WB Connection Bridge (Portland)</p> | <p>COMBINING PROJECTS WITH A SCOPE UPDATE: The amendment combines Key 20482 into Key 19533. As a result, there is a cost increase, but also a scope update that results now in 8 site locations as part of the project. Bridge #09268E also is now added to the project scope. The primary scope is still rehabilitation focused and will include the following: Replace modular joints and repair decks. The US26 westbound connection bridge will receive a deck overlay to seal the cracks and provide additional cover for the reinforcement; a rail retrofit, and leaking joints will be addressed.</p> |
| <p>Project #4 20482</p> | <p>ODOT</p> | <p>I-405 NB to US26 Over I-405 Connection Bridge</p> | <p>COMBINED/COST DECREASE: The amendment combines the construction phase funding into Key 19533 as noted in project amendment #2 above. The obligated PE funds are left as obligated for the project. The overlapping scope for both projects indicated a better use and leveraging of funding would occur by combining Key 20482 into Key 19533. Key 20482 will be removed from the MTIP during the next MTIP Update</p> |
| <p>Project #5 19722</p> | <p>Portland</p> | <p>HSIP 2016 Signalized Improvements (Portland)</p> | <p>COST DECREASE: Upon completion of a structural analysis to determine whether or not larger signal heads could be supported by existing poles, a substantial cost emerged for some signals prohibiting the city from moving forward for the identified signal elements based on the existing budget. These elements were removed from the overall scope resulting in a cost decrease to the project at this time.</p> |
| <p>Project #6 19723</p> | <p>Portland</p> | <p>HSIP City of Portland Bikeped</p> | <p>COST INCREASE: Minor scope change occurring at the intersection of 148th and Division requiring curb extensions and the intersection of Division Street and 124th /125th now will include a full signal resulted in a \$424k cost addition to the project addressed with local funds. Cost increase is significant enough to warrant technical correction post construction phase obligation</p> |
| <p>Project #7 14409</p> | <p>Portland</p> | <p>Marine Drive Path NE 112th Ave - NE 185 Ave</p> | <p>COST INCREASE: The primary reason for the cost increase is the Army Corp's requirements for the retaining wall and an recent updated cost estimate (adjust for inflation and current demand issues) which replaced an earlier engineer's cost assessment. The project was authorized to obligate the construction phase before the end of FFY 2018. This amendment provides the final obligation corrections for MTIP auditing and accounting requirements.</p> |

| | | | |
|-----------------------------------|-----------------|---|--|
| <p>Project #8 NEW TBD</p> | <p>Portland</p> | <p>OR99W/Barbur Blvd Area: Sidewalk Infill Projects</p> | <p>ADD NEW REPLACEMENT PROJECT: The project consists of 4 sidewalk infill location sites Portland will complete. The project is a replacement project to Key 19298 which is being canceled in this amendment bundle as well. The funding from Key 19298 is recommitted and programmed now to this new sidewalk infill project. Key 19298 is in conflict with the planned new SW MAX line.</p> |
| <p>Project #9 19298</p> | <p>Portland</p> | <p>OR99W: SW 26th Ave - SW 19th (Portland)</p> | <p>CANCEL PROJECT: All funding for this project is being transferred to Portland's new OR99/Barbur Blvd sidewalk infill project as a replacement project. (See above project). Conflicts would potentially exist with the planned Southwest Corridor Project rendering Key 19298 impossible to complete. As a result Metro offered Portland a replacement project in the same area and with the basic same scope of work. Key 19298 is therefore canceled now and replaced by their new Barbur Blvd Sidewalk infill project also part of this amendment bundle.</p> |
| <p>Project #10 21362</p> | <p>TriMet</p> | <p>TriMet Mass Transit Vehicle Replacement (5307)</p> | <p>ADD NEW PROJECT: This formal amendment adds a new project for TriMet to the 2018 MTIP. The replacement transit vehicle purchase originates from ODOT's discretionary grant award program. TriMet has been awarded 2 mass transit vehicle replacements. The final grant awards were approved by the Oregon Transportation Commission during their May 2018 meeting.</p> |

What is the requested action?

TPAC is requesting JPACT's approval recommendation to Metro Council for Resolution 18-4912 enabling the identified projects to be amended correctly into the 2018 MTIP, with final approval to occur from USDOT.

About the September 2018 Formal MTIP Amendment:

While this formal amendment is intended to continue the transition of needed project changes that affect FFY 2019 or later (post October 2018), the amendment serves an important secondary purpose. A trend has emerged with the end of federal fiscal year 2018 obligations especially for the construction phases. While the project engineer's cost methodology estimate for the construction phase is intended to be as accurate as possible, several projects have underestimated the construction phase costs. Some of this is due to the 90% design cost estimate coming in much higher than anticipated. Others are due to higher than expected contractor bids being received. Many construction phase final estimates are off as much as 20%-30%.

Most agencies have been able to address the added costs and the construction phase obligated before the end of FFY 2018. The added actual cost to the construction phase at time of obligation results in a discrepancy between the final project costs and the MTIP/STIP programming amounts. For auditing and transparency purposes, the MTIP and STIP need to be updated with final construction phase obligation amounts especially when the cost change is greater than 10%. Several projects included in the September 2018 Formal MTIP involve required FFY 2018 construction phase obligation corrections to ensure the MTIP and STIP match the final project costs, or show a variance of less than 10%. Because the programming to final obligation variance exceeds 20%, the corrections to 2018 still need to occur as a formal amendment. These corrective

amendments are expected to continue into the October 2018 and November 2018 Formal MTIP Amendments.

A detailed summary of the ten projects being amended as part of the September 2018 Formal MTIP amendment is provided in the below tables:

| | |
|---|---|
| 1. Project: OR99W: SW Royalty Parkway - SE Durham Rd (King City) | |
| Lead Agency: | King City |
| ODOT Key Number: | 18807 MTIP ID Number: 70769 |
| Project Description: | On OR99W near King City, fill sidewalk gaps to connect the City to OR99W corridor to increase access to transportation, improve travel options, promote vitality within the town center and enhance overall livability |
| What is changing? | The cost increase to the project primarily impacts the construction phase. The increase is due to higher than expected construction bids being received. |
| Additional Details: | The cost increase does not reflect a change in scope. However, the project will complete a construction phase re-bid process as the original bid was rejected. The original bid came in at 56% over the project engineer's final assessment. A further project review determined the construction phase will need an additional \$262,000 to cover the expected higher costs for the construction phase. The lead agency has committed the extra funds to the project and the construction phase is still planned to obligate by the end of FFY 2018. |
| Why a Formal amendment is required? | The cost increase to the project of \$250,000 for the construction phase represents a 21.9% cost change to the project and exceeds the 20% threshold for cost changes that can occur via an administrative modification |
| Total Programmed Amount: | The total project programming amount increases from \$1,141,019 to \$1,391,020 |
| Added Notes: | |

| 2. Project: I-5: Interstate Br (NB) Trunnion Shaft Replacement | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|-----------------------|-----------------|--------------------------|---------------------|-----------------------|-----------------|--|--|--|--|------------|--|---|--|--|--|--|--|-------------------------|--|--|--|--|--|-----------------|--|--|--|--|--|-------------------|--|--|--|--|--|--|--|--|--|--|--|-------------|--|--|--|--|--|-----------|--------|-------|---------|-----|-----------|------------------|------|-----|-----------------|--------------|-----------|--------------------------|--|--|--|--|--|------|----------|---------------------|--------------|--------------------|--------------|-------|---------------|------|--|----------------|--|--|--|--|-----------------|--------|--|---------------------|--|--|---------------------|--|-----------------|-------|--|--|--|--|--|--|--|--------|--|-------------------|--|--|---------------------|--|--|-------|--|--|--|--|--------------|--|--|--------|--|-------------------|--|--|--|--|--|-------|--|--|--|--|--|--|--|--|--|-------------|--|--|--|--|--|-----------|--|--|--|--|--|--------------------------------|--|--|--|--|--|--------------------------|--|--|--|--------------------------|--|---|--|--|--|--|--|
| Lead Agency: | ODOT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ODOT Key Number: | 19651 MTIP ID Number: 70832 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Project Description: | Replace trunnion shaft; bridge #01377A. ODOT is lead on project with WSDOT paying 50% of total. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| What is changing? | This amendment is primarily a corrective action to the MTIP and STIP for project. The Preliminary Engineering (PE) phase budget and construction phase required increases to their existing programmed amounts. The updates were made as part of the 2018 STIP Update, but not passed on to the MTIP until now. The earlier cost projects were preliminary and the current increase represents updated phase costs. The increase is primarily a corrective action so the MTIP and STIP are balanced again for the planned construction phase obligation which is being advanced to occur before the end of 2018 without issue. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Additional Details: | <p>The current MTIP and STIP programming for the project total is currently \$13,317,136. This amendment increases PE from \$2,568,000 to \$2,980,495. The Construction phase increases from</p> <table border="1" data-bbox="678 1570 1377 1921"> <thead> <tr> <th colspan="2">2018-2021 Active STIP</th> <th colspan="2">MULTNOMAH</th> <th colspan="2">2018-2021 Active STIP</th> </tr> <tr> <td colspan="4">Name: I-5: INTERSTATE BR (NB) TRUNNION SHAFT REPLACEMENT</td> <td colspan="2">Key: 19651</td> </tr> <tr> <td colspan="6">Description: Replace trunnion shaft; bridge #01377A. Oregon Department of Transportation is lead on project with Washington Department of Transportation paying 50% of total.</td> </tr> <tr> <td colspan="6">MPO: Portland Metro MPO</td> </tr> <tr> <td colspan="6">Applicant: ODOT</td> </tr> <tr> <td colspan="6">Work Type: BRIDGE</td> </tr> <tr> <td colspan="6">Status: PROJECT SCHEDULED FOR CONSTRUCTION</td> </tr> <tr> <td colspan="6">Location(s)</td> </tr> <tr> <td>Mileposts</td> <td>Length</td> <td>Route</td> <td>Highway</td> <td>ACT</td> <td>County(s)</td> </tr> <tr> <td>308.00 to 308.65</td> <td>0.65</td> <td>I-5</td> <td>PACIFIC HIGHWAY</td> <td>REGION 1 ACT</td> <td>MULTNOMAH</td> </tr> <tr> <td colspan="6">Current Project Estimate</td> </tr> <tr> <td>Year</td> <td>Planning</td> <td>Prelim. Engineering</td> <td>Right of Way</td> <td>Utility Relocation</td> <td>Construction</td> <td>Other</td> <td>Project Total</td> </tr> <tr> <td>2015</td> <td></td> <td>\$2,568,000.00</td> <td></td> <td></td> <td></td> <td></td> <td>\$10,748,136.00</td> </tr> <tr> <td>Fund 1</td> <td></td> <td>O1HD \$1,284,000.00</td> <td></td> <td></td> <td>O1HD \$5,374,568.00</td> <td></td> <td>\$13,317,136.00</td> </tr> <tr> <td>Match</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Fund 2</td> <td></td> <td>Z030 \$840,487.00</td> <td></td> <td></td> <td>Z001 \$4,822,599.07</td> <td></td> <td></td> </tr> <tr> <td>Match</td> <td></td> <td></td> <td></td> <td></td> <td>\$551,968.13</td> <td></td> <td></td> </tr> <tr> <td>Fund 3</td> <td></td> <td>Z001 \$528,658.35</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Match</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td></td> <td>\$90,541.85</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td colspan="6">Footnote:</td> </tr> <tr> <td colspan="6">Most Recent Amendment Approved</td> </tr> <tr> <td colspan="4">Amendment No: 15-18-2366</td> <td colspan="2">Approval Date: 8/31/2017</td> </tr> <tr> <td colspan="6">Requested Action: Increase funding for the preliminary engineering phase.</td> </tr> </thead></table> | 2018-2021 Active STIP | | MULTNOMAH | | 2018-2021 Active STIP | | Name: I-5: INTERSTATE BR (NB) TRUNNION SHAFT REPLACEMENT | | | | Key: 19651 | | Description: Replace trunnion shaft; bridge #01377A. Oregon Department of Transportation is lead on project with Washington Department of Transportation paying 50% of total. | | | | | | MPO: Portland Metro MPO | | | | | | Applicant: ODOT | | | | | | Work Type: BRIDGE | | | | | | Status: PROJECT SCHEDULED FOR CONSTRUCTION | | | | | | Location(s) | | | | | | Mileposts | Length | Route | Highway | ACT | County(s) | 308.00 to 308.65 | 0.65 | I-5 | PACIFIC HIGHWAY | REGION 1 ACT | MULTNOMAH | Current Project Estimate | | | | | | Year | Planning | Prelim. Engineering | Right of Way | Utility Relocation | Construction | Other | Project Total | 2015 | | \$2,568,000.00 | | | | | \$10,748,136.00 | Fund 1 | | O1HD \$1,284,000.00 | | | O1HD \$5,374,568.00 | | \$13,317,136.00 | Match | | | | | | | | Fund 2 | | Z030 \$840,487.00 | | | Z001 \$4,822,599.07 | | | Match | | | | | \$551,968.13 | | | Fund 3 | | Z001 \$528,658.35 | | | | | | Match | | | | | | | | | | \$90,541.85 | | | | | | Footnote: | | | | | | Most Recent Amendment Approved | | | | | | Amendment No: 15-18-2366 | | | | Approval Date: 8/31/2017 | | Requested Action: Increase funding for the preliminary engineering phase. | | | | | |
| 2018-2021 Active STIP | | MULTNOMAH | | 2018-2021 Active STIP | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Name: I-5: INTERSTATE BR (NB) TRUNNION SHAFT REPLACEMENT | | | | Key: 19651 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Description: Replace trunnion shaft; bridge #01377A. Oregon Department of Transportation is lead on project with Washington Department of Transportation paying 50% of total. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| MPO: Portland Metro MPO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Applicant: ODOT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Work Type: BRIDGE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Status: PROJECT SCHEDULED FOR CONSTRUCTION | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Location(s) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Mileposts | Length | Route | Highway | ACT | County(s) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 308.00 to 308.65 | 0.65 | I-5 | PACIFIC HIGHWAY | REGION 1 ACT | MULTNOMAH | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Current Project Estimate | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Year | Planning | Prelim. Engineering | Right of Way | Utility Relocation | Construction | Other | Project Total | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2015 | | \$2,568,000.00 | | | | | \$10,748,136.00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Fund 1 | | O1HD \$1,284,000.00 | | | O1HD \$5,374,568.00 | | \$13,317,136.00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Match | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Fund 2 | | Z030 \$840,487.00 | | | Z001 \$4,822,599.07 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Match | | | | | \$551,968.13 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Fund 3 | | Z001 \$528,658.35 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Match | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | \$90,541.85 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Footnote: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Most Recent Amendment Approved | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Amendment No: 15-18-2366 | | | | Approval Date: 8/31/2017 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Requested Action: Increase funding for the preliminary engineering phase. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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| | <p>\$10,749,136 to \$13,475,269.</p> <p>Along with the cost increase the construction phase has been advanced through a previous administrative modification allowing the construction phase to obligate before the end of FFY 2018. This amendment also formally corrects the construction phase year of obligation based on the expected final phase obligation totals.</p> |
| Why a Formal amendment is required? | The revised total project cost is \$16,445,764 and represents an increase of \$3,128,629 which equals a 23.5% cost increase to the project. This is above the 20% threshold for administrative modifications for \$1 million of greater project costs. |
| Total Programmed Amount: | Total programming increases from \$13,317,136 to \$16,445,764 and is advanced from 2019 to 2018. |
| Added Notes: | Separate OTC approval was not required as approval for the cost increase occurred as part of the 2018 STIP Update. |

| 3. Project: | I-405: Fremont Bridge I-405:Fremont Bridge to US26 WB connection bridge (Portland) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|-------------------------------------|---|-----------------|------------|-------|----------|--------|----------|-------|------|---------|------------|-------|------|---------|------------|-------|------|---------|------------|-------|------|---------|------------|-------|------|---------|------------|-------|------|---------|------------|-------|------|---------|------------|
| Lead Agency: | ODOT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ODOT Key Number: | 19533 | MTIP ID Number: | 70836 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Project Description: | <p>Replace modular joints and repair decks. Replace modular joints and repair decks. The US26 westbound connection bridge will receive a deck overlay to seal the cracks and provide additional cover for the reinforcement; a rail retrofit, and leaking joints will be addressed.</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| What is changing? | <p>The amendment combines the construction phase funding and scope elements from Key 20482 into this project. As a result there is a significant scope update and limits adjustment which require a formal amendment through the combining action.</p> <p>Additionally, the construction phase obligation is planned to occur by the ned of FFY 2018. This amendment acts as a corrective action for auditing purposes ensuring the STIP and MTIP match up with the final PE and construction phase obligation amounts.</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Additional Details: | <p>The work to be done on project K20482 is nearly identical in design effort and is in proximity to K19533. Therefore, there is an opportunity to combine the two projects to allow cost savings in traffic control, public affairs, design time, and contract management (overhead).</p> <p>In addition to the scope combined from K20482, we need to add a new bridge to the STIP location list, bridge #09268E, which was accidentally left out during prior programming. This is what is triggering the formal amendment.</p> <p>Project location sites now include the following MP locations:</p> <table border="1"> <thead> <tr> <th>Route</th> <th>MP Begin</th> <th>MP End</th> <th>Distance</th> </tr> </thead> <tbody> <tr> <td>I-405</td> <td>3.57</td> <td>to 4.00</td> <td>0.43 miles</td> </tr> <tr> <td>I-405</td> <td>3.64</td> <td>to 3.77</td> <td>0.13 miles</td> </tr> <tr> <td>I-405</td> <td>3.78</td> <td>to 3.98</td> <td>0.20 miles</td> </tr> <tr> <td>I-405</td> <td>2.61</td> <td>to 3.07</td> <td>0.46 miles</td> </tr> <tr> <td>I-405</td> <td>1.47</td> <td>to 1.67</td> <td>0.20 miles</td> </tr> <tr> <td>US-30</td> <td>1.03</td> <td>to 1.45</td> <td>0.42 miles</td> </tr> <tr> <td>US-30</td> <td>1.40</td> <td>to 1.52</td> <td>0.12 miles</td> </tr> </tbody> </table> | | | Route | MP Begin | MP End | Distance | I-405 | 3.57 | to 4.00 | 0.43 miles | I-405 | 3.64 | to 3.77 | 0.13 miles | I-405 | 3.78 | to 3.98 | 0.20 miles | I-405 | 2.61 | to 3.07 | 0.46 miles | I-405 | 1.47 | to 1.67 | 0.20 miles | US-30 | 1.03 | to 1.45 | 0.42 miles | US-30 | 1.40 | to 1.52 | 0.12 miles |
| Route | MP Begin | MP End | Distance | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| I-405 | 3.57 | to 4.00 | 0.43 miles | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| I-405 | 3.64 | to 3.77 | 0.13 miles | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| I-405 | 3.78 | to 3.98 | 0.20 miles | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| I-405 | 2.61 | to 3.07 | 0.46 miles | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| I-405 | 1.47 | to 1.67 | 0.20 miles | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| US-30 | 1.03 | to 1.45 | 0.42 miles | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| US-30 | 1.40 | to 1.52 | 0.12 miles | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Why a Formal amendment is required? | The updated scope element is significant enough to warrant the project combining action to be processed as a formal amendment. The scope adds bridge #09268E | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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| | through the combing action. A major change in the project scope triggers the need for a formal amendment. |
| Total Programmed Amount: | The total project programming amount increases from \$21,200,000 to \$22,954,542 |
| Added Notes: | |

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| 4. Project: I-405 NB to US26 WB Over I-405 Connection Bridge | |
| Lead Agency: | ODOT |
| ODOT Key Number: | 20482 MTIP ID Number: 70974 |
| Project Description: | Deck overlay to seal the cracks and provide additional cover for the reinforcement. Rail retrofit. Address leaking joints. |
| What is changing? | The construction phase scope and funding are being combined into Key 19533. There exists overlapping scope for both projects and the combining effort provides a better and extended use of available funding. The PE phase obligated in 2017 will be left programmed but change to be a prior obligated project. Key 20482 will be removed during the next MTIP & STIP Update |
| Additional Details: | |
| Why a Formal amendment is required? | The combining effort results in a significant scope update which warrants the need for a formal amendment |
| Total Programmed Amount: | By shifting the construction phase funding to Key 19533, the total project programming decreases from \$1,548,226 to \$5,641 |
| Added Notes: | |

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| 5. Project: HSIP 2016 Signalized Improvements (Portland) | |
| Lead Agency: | ODOT |
| ODOT Key Number: | 19722 MTIP ID Number: 70853 |
| Project Description: | Upgrade signal heads to a larger size. Install reflectorized back plates and countdown pedestrian signals. Replace illumination with LED fixtures. |
| What is changing? | The amendment reflects a cost decrease due to a scope revision. Given the age of existing signal infrastructure at several locations, the City required a structural analysis to determine whether larger signal heads could be supported by the existing poles. Their consultant performed as much analysis as possible without foundation as-builts, steel materials testing, and/or geotechnical investigation, all of which would have substantial costs associated that the City is not prepared to take on at this juncture. The signal elements in question are being removed from the project and as a result the funding is being reduced. |
| Additional Details: | The goal of the Highway Safety Improvement Program (HSIP) program is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads. The HSIP program requires a data-driven, strategic approach to improving highway safety on all public roads that focuses on performance. ODOT and Portland Bureau of Transportation (PBOT) staff developed a list of projects on city streets that met the HSIP criteria. ODOT awarded a grant for the HSIP 2016 Signalized Intersection Improvements program to PBOT in the amount of \$2,572,162. Intersections with traffic signals that require a new reflectorized back plate (RBP) were revised to account for the installation of an entire new 12"-12"-12" signal head with RBP, rather than just a new RBP. This is due to the input provided by ODOT based on prior HSIP installations in Gresham and Washington County. Those local agencies found that connections between signal heads and back plates and signal heads and poles vary by age of equipment and manufacturer and may be irreplaceable due to damage and wear to the aging equipment. Replacing entire signal head and connections helps to guarantee the replacement of the signal heads when a contractor is on-site. Doing this reduces costly change orders and down time for the project. The only exception to the above is northeast 122nd avenue and northeast Shaver street which was recently rebuilt with modern equipment. |

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| Why a Formal amendment is required? | The scope change results in a cost change to the project of \$630,329. This represents a 23.7% cost change to the project which is above the 20% threshold for allowable cost changes via an administrative modification |
| Total Programmed Amount: | The project's total programming decreases from \$2,659,191 to \$2,028,862 |
| Added Notes: | OTC approval was required and occurred during their August 16, 2018 meeting |

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| 6. Project: HSIP City of Portland Bike Ped | |
| Lead Agency: | Portland |
| ODOT Key Number: | 19723 MTIP ID Number: 70840 |
| Project Description: | In Portland at various locations complete bike/ped safety improvements including pavement markings and signs, Pedestrian refuge island, curb extensions and rapid flash beacon. |
| What is changing? | A scope change is now occurring at the intersection of 148th and Division requiring curb extensions, and at the intersection of Division Street and 124 th /125 th which now will include a full signal. This results in a \$424k cost increase to the project. The city obtained the required added funds to cover the construction phase increase. The amendment provides the updated final construction phase obligation amounts to FY 2018 for auditing purposes. |
| Additional Details: | Various locations are being removed from the scope of work for the project. Since safety funds are allocated by site, the federal funding associated with these locations is also being reduced. Remaining locations are receiving upgraded signals, which leads to a cost increase in Construction. The other source of the cost increase is the fact that PBOT updated their anticipated unit price for the signals due to recent bid quantities coming in high. |
| Why a Formal amendment is required? | The project increases by \$424,220 to address the construction phase shortfall which equals a 23.8% cost change to the project. The cost change is above the 20% threshold for \$1 million dollar or greater projects where cost changes can be accomplished by an administrative modification |
| Total Programmed Amount: | The project total programming increases from \$1,782,126 to \$2,206,346 |
| Added Notes: | |

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| 7. Project: Marine Drive Path: NE 112th Ave - NE 185th Ave | |
| Lead Agency: | Portland |
| ODOT Key Number: | 14409 MTIP ID Number: 70063 |
| Project Description: | Construct three segments of and off-street path and one segment of an on-street path with signal crossings |
| What is changing? | The amendment reflects a cost increase primarily to the construction phase. The cost increase results from the Army Corp's requirements for the retaining wall and an recently updated cost estimate (adjust for inflation and current demand issues) which replaced an earlier engineer's cost assessment. The project was authorized to obligate the construction phase before the end of FFY 2018. This amendment provides the final obligation corrections for MTIP auditing and accounting requirements. |
| Additional Details: | Per the PCR: Due to several changes in bid quantities due to requirements from the Army Corps of Engineers, the construction phase estimate significantly increased. Also, design budget requirements increased due to delays and extensive reviews by the Army Corps of Engineers. The city of Portland will be adding \$373,616 in local funds that can be used for PE and address the construction phase funding shortfall. |

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| Why a Formal amendment is required? | The total project programming increases by \$373,616 which represents a 34.7% cost change to the project. This exceeds the 20% threshold for cost changes that can occur as an administrative amendment. |
| Total Programmed Amount: | The total project programming increases from \$1,076,563 to \$1,450,179 |
| Added Notes: | |

8. Project: OR99W/Barbur Blvd Area: Sidewalk Infill Projects

Lead Agency: **Portland**

ODOT Key Number: **TBD – NEW PROJECT** MTIP ID Number: **TBD**

Project Description: In Portland at multiple locations near and around OR99W (SW Barbur Blvd), complete sidewalk infill projects (Replacement Project Grouping Bucket for Key 19298)

Key 19298, OR99W: SW 26th Ave – SW 19th (Portland) is an existing city project that was intended to build missing gaps in the sidewalks and bike lanes, and make enhancements to existing intersections along SW Barbur Boulevard. The project is a Metro funded project through the Regional Flexible Fund Allocation (RFFA) program. The project was awarded \$1,794,000 of Metro Surface Transportation Program (STP) funds from the 2016-18 RFFA call.

However, ongoing development and refinement of the SW Corridor Plan identified a future conflict with the city’s project along Barbur Blvd. The Southwest Corridor Light Rail Project is a proposed new 12-mile Metropolitan Area Express (MAX) line from downtown Portland through Tigard, terminating near Bridgeport Village in Tualatin. The new line would be a major new spoke in the Regional High Capacity Transit Network

As proposed, the alignment potentially would be in conflict with Portland’s Key 19298 project. Metro and Portland examined possible project scope changes and workarounds. However, nothing feasible emerged. Rather than redact the funding, Metro offered Portland the chance to develop a replacement project in the same area with the same basic scope of work. The agreed replacement project will be the OR99W/Barbur Blvd Area Sidewalk Infill Projects (project grouping bucket) now being programmed through this amendment.

What is changing?



The new replacement project scope still will be a sidewalk infill project. The project will consist of four sidewalk infill locations as shown on the next page.

Additional Details:

| Num | Name | Description | Phase | Year | Federal Fund | Federal Amount | Local Match Amount | Standard Fed & Match Total | Added Local Overmatch | Phase Total | Estimated Obligation Date |
|--|---|------------------|--------------|------|--------------|----------------|--------------------|----------------------------|-----------------------|-------------|---------------------------|
| 1 | SW 26th Ave: I-5 to Taylors Ferry | Sidewalk Infills | PE | 2019 | STP | \$ 377,763 | \$ 43,237 | \$ 421,000 | \$ - | \$ 421,000 | 5/1/2019 |
| | | | ROW | | | \$ - | \$ - | \$ - | \$ - | \$ - | |
| | | | UR | | | \$ - | \$ - | \$ - | \$ - | \$ - | |
| | | | Construction | 2021 | STP | \$ 282,300 | \$ 32,310 | \$ 314,610 | \$ - | \$ 314,610 | 12/1/2020 |
| | | | Totals: | | | | | \$ 660,063 | \$ 75,547 | \$ 735,610 | \$ - |
| Agency notes: | | | | | | | | | | | |
| 2 | SW 24th/25th: Multnomah to Spring Garden | Sidewalk Infills | PE | 2019 | STP | | | | | | 5/1/2019 |
| | | | ROW | | | \$ - | \$ - | \$ - | \$ - | \$ - | |
| | | | UR | | | \$ - | \$ - | \$ - | \$ - | \$ - | |
| | | | Construction | 2021 | STP | \$ 392,366 | \$ 44,908 | \$ 437,274 | \$ - | \$ 437,274 | 12/1/2020 |
| | | | Totals: | | | | | \$ 392,366 | \$ 44,908 | \$ 437,274 | \$ - |
| Agency notes: | | | | | | | | | | | |
| 3 | SW Custer: Capitol Hill to 13th Ave | Sidewalk Infills | PE | 2019 | STP | | | | | | 5/1/2019 |
| | | | ROW | | | \$ - | \$ - | \$ - | \$ - | \$ - | |
| | | | UR | | | \$ - | \$ - | \$ - | \$ - | \$ - | |
| | | | Construction | 2021 | STP | \$ 257,679 | \$ 29,493 | \$ 287,172 | \$ - | \$ 287,172 | 12/1/2020 |
| | | | Totals: | | | | | \$ 257,679 | \$ 29,493 | \$ 287,172 | \$ - |
| Agency Notes: | | | | | | | | | | | |
| 4 | SW 40th & Huber: RFB | Sidewalk Infills | PE | 2019 | STP | | | | | | 5/1/2019 |
| | | | ROW | | | \$ - | \$ - | \$ - | \$ - | \$ - | |
| | | | UR | | | \$ - | \$ - | \$ - | \$ - | \$ - | |
| | | | Construction | 2021 | STP | \$ 429,296 | \$ 49,135 | \$ 478,431 | \$ - | \$ 478,431 | 12/1/2020 |
| | | | Totals: | | | | | \$ 429,296 | \$ 49,135 | \$ 478,431 | \$ - |
| Agency Notes: | | | | | | | | | | | |
| Notes: | | | | | | | | | | | |
| <ol style="list-style-type: none"> Sub-projects will complete Preliminary Engineering (NEPA and Final Design) together PE and construction phase obligation milestone dates are preliminary for planning purposes. | | | | | | | | | | | |
| Why a Formal amendment is required? | Per the approved FHWA/FTA MTIP/STIP Amendment Matrix, adding and/or canceling a project in the MTIP requires a formal amendment | | | | | | | | | | |
| Total Programmed Amount: | The total project programming will be \$1,938,487. The funds originate from the canceled project in Key 19298. | | | | | | | | | | |
| Added Notes: | | | | | | | | | | | |

| | | | | | | | | | | | |
|----------------------|---|-----------------|--|--|--|--|--|--|--|-------|--|
| 9. Project: | OR99W: SW 26th Ave - SW 19th (Portland) (Canceled Project) | | | | | | | | | | |
| Lead Agency: | Portland | | | | | | | | | | |
| ODOT Key Number: | 19298 | MTIP ID Number: | | | | | | | | 70676 | |
| Project Description: | This project will build missing gaps in the sidewalks and bike lanes, and make enhancements to existing intersections along SW Barbur Boulevard. | | | | | | | | | | |
| What is changing? | Through this formal amendment, the project is being canceled. All funding is being transferred to Portland's OR99W/Barbur Blvd replacement project also part of this amendment bundle | | | | | | | | | | |

| | |
|-------------------------------------|---|
| Additional Details: | See discussion in project #8 above explaining the reason why Key 19298 is being canceled. |
| Why a Formal amendment is required? | Per the approved FHWA/FTA MTIP/STIP Amendment Matrix, adding and/or canceling a project in the MTIP requires a formal amendment |
| Total Programmed Amount: | Key 19298 programming goes from a total of \$1,999,331 to \$0 as the result of the formal amendment. |
| Added Notes: | |

| | | | |
|-------------------------------------|--|-----------------|-----|
| 10. Project: | TriMet Mass Transit Vehicle Replacement (5307) | | |
| Lead Agency: | TriMet | | |
| ODOT Key Number: | 21362 - NEW PROJECT | MTIP ID Number: | TBD |
| Project Description: | Replacement of 2 mass transit vehicles. This project will be delivered through FTA. | | |
| What is changing? | This formal amendment adds a new project for TriMet to the 2018 MTIP. The replacement transit vehicle purchase originates from ODOT's discretionary grant award program. TriMet has been awarded 2 mass transit vehicle replacements. The final grant awards were approved by the Oregon Transportation Commission during their May 2018 meeting. | | |
| Additional Details: | <p>The Oregon Department of Transportation (ODOT) Rail and Public Transit Division (RPTD) conducts periodic discretionary grant solicitations. For the July 1, 2018 to June 30, 2020 biennium, several federal funding sources were used to conduct discretionary project solicitations, with the majority of the approximately \$15 million recommended grant awards being awarded for capital items in three separate categories.</p> <p>Enhanced Mobility of Seniors and Individuals with Disabilities Program: Funding comes from the Federal Transit Administration's (FTA) Enhanced Mobility of Seniors and Individuals with Disabilities Program. The FTA allocates funds to states in separate rural (less than 50,000 population) and small urban area (50,000-199,999) allocations. For this solicitation, RPTD offered program funding of \$1.7 million for public transportation services provided in rural areas. Eligible projects for this solicitation included operations, mobility management, purchased service and preventive maintenance for transportation providers serving seniors and individuals with disabilities in rural areas.</p> <p>Bus and Bus Facilities Program: RPTD offered \$8.5 million in funding for replacement and expansion of vehicles, facilities, equipment, signage and shelters for transportation providers in small urban and rural areas and for Mass Transit District vehicle replacement, using a mix of FTA funds and Federal Highway Administration (FHWA) funds in the Statewide Transportation Improvement Program (STIP).</p> <p>STP Vehicle Replacement Program: As part of the 2018-2021 STIP, the Commission awarded RPTD \$5 million per year for three years beginning in 2018 to replace transit vehicles for which ODOT is the security interest holder on the vehicle title.</p> | | |
| Why a Formal amendment is required? | Per the approved FHWA/FTA MTIP/STIP Amendment Matrix, adding and/or canceling a project in the MTIP requires a formal amendment | | |
| Total Programmed Amount: | The total project programming is \$1,076,248 | | |
| Added Notes: | OTC approval during their May 2018 meeting | | |

Note: The Amendment Matrix on the next page is included as a reference for the rules and justifications governing Formal Amendments and Administrative Modifications to the MTIP that the MPOs and ODOT must follow.

METRO REQUIRED PROJECT AMENDMENT REVIEWS

In accordance with 23 CFR 450.316-328, Metro is responsible for reviewing and ensuring MTIP amendments comply with all federal programming requirements. Each project and their requested changes are evaluated against multiple MTIP programming review factors that originate from 23 CFR 450.316-328. The programming factors include:

- Verification as required to programmed in the MTIP:
 - Awarded federal funds and is considered a transportation project
 - Identified as a regionally significant project.
 - Identified on and impacts Metro transportation modeling networks.
 - Requires any sort of federal approvals which the MTIP is involved.
- Passes fiscal constraint verification:
 - Project eligibility for the use of the funds
 - Proof and verification of funding commitment
 - Requires the MPO to establish a documented process proving MTIP programming does not exceed the allocated funding for each year of the four year MTIP and for all funds identified in the MTIP.
- Passes the RTP consistency review:
 - Identified in the current approved constrained RTP either as a stand- alone project or in an approved project grouping bucket
 - RTP project cost consistent with requested programming amount in the MTIP
 - If a capacity enhancing project – is identified in the approved Metro modeling network
- Satisfies RTP goals and strategies consistency: Meets one or more goals or strategies identified in the current RTP
- Determined the project is eligible to be added to the MTIP, or can be legally amended as required without violating provisions of 23 CFR450.300-338 either as a formal Amendment or administrative modification:
 - Does not violate supplemental directive guidance from FHWA/FTA’s approved Amendment Matrix.
 - Adheres to conditions and limitation for completing technical corrections, administrative modifications, or formal amendments in the MTIP.
 - Is eligible for special programming exceptions periodically negotiated with USDOT as well.
 - Programming determined to be reasonable of phase obligation timing and is consistent with project delivery schedule timing.
- MPO responsibilities completion:
 - Completion of the required 30 day Public Notification period:

| ODOT-FTA-FHWA Amendment Matrix | |
|---|---|
| Type of Change | |
| FULL AMENDMENTS | |
| 1. | Adding or cancelling a federally funded, and regionally significant project to the STIP and state funded projects which will potentially be federalized |
| 2. | Major change in project scope. Major scope change includes: <ul style="list-style-type: none"> • Change in project termini - greater than .25 mile in any direction • Changes to the approved environmental footprint • Impacts to AQ conformity • Adding capacity per FHWA Standards • Adding or deleting worktype |
| 3. | Changes in Fiscal Constraint by the following criteria: <ul style="list-style-type: none"> • FHWA project cost increase/decrease: <ul style="list-style-type: none"> • Projects under \$500K – increase/decrease over 50% • Projects \$500K to \$1M – increase/decrease over 30% • Projects \$1M and over – increase/decrease over 20% • All FTA project changes – increase/decrease over 30% |
| 4. | Adding an emergency relief permanent repair project that involves substantial change in function and location. |
| ADMINISTRATIVE/TECHNICAL ADJUSTMENTS | |
| 1. | Advancing or Slipping an approved project/phase within the current STIP (If slipping outside current STIP, see Full Amendments #2) |
| 2. | Adding or deleting any phase (except CN) of an approved project below Full Amendment #3 |
| 3. | Combining two or more approved projects into one or splitting an approved project into two or more, or splitting part of an approved project to a new one. |
| 4. | Splitting a new project out of an approved program-specific pool of funds (but not reserves for future projects) or adding funds to an existing project from a bucket or reserve if the project was selected through a specific process (i.e. ARTS, Local Bridge...) |
| 5. | Minor technical corrections to make the printed STIP consistent with prior approvals, such as typos or missing data. |
| 6. | Changing name of project due to change in scope, combining or splitting of projects, or to better conform to naming convention. (For major change in scope, see Full Amendments #2) |
| 7. | Adding a temporary emergency repair and relief project that does not involve substantial change in function and location. |

- Project monitoring, fund obligations, and expenditure of allocated funds in a timely fashion.
- Acting on behalf of USDOT to provide the required forum and complete necessary discussions of proposed transportation improvements/strategies throughout the MPO.

APPROVAL STEPS AND TIMING

Metro’s approval process for formal amendment includes multiple steps. The required approvals for the August 2018 Formal MTIP amendment will include the following:

| <u>Action</u> | <u>Target Date</u> |
|--|---------------------------|
| • Initiate the required 30-day public notification..... | August 28, 2018 |
| • TPAC notification and approval recommendation..... | September 7, 2018 |
| • JPACT approval and recommendation to Council..... | September 20, 2018 |
| • Completion of public notification process..... | September 26, 2018 |
| • Metro Council approval..... | September 27, 2018 |

Note: If any notable comments are received during the public comment period requiring follow-on discussions, they will be addressed by JPACT.

USDOT Approval Steps:

| <u>Action</u> | <u>Target Date</u> |
|---|--------------------|
| • Metro development of amendment narrative package | October 1, 2018 |
| • Amendment bundle submission to ODOT for review..... | October 3, 2018 |
| • Submission of the final amendment package to USDOT..... | October 3, 2018 |
| • ODOT clarification and approval..... | Mid October, 2018 |
| • USDOT clarification and final amendment approval..... | Late October, 2018 |

ANALYSIS/INFORMATION

1. **Known Opposition:** None known at this time.
2. **Legal Antecedents:** Amends the 2018-2021 Metropolitan Transportation Improvement Program adopted by Metro Council Resolution 17-4817 on July 27, 2017 (For The Purpose of Adopting the Metropolitan Transportation Improvement Program for the Portland Metropolitan Area).
3. **Anticipated Effects:** Enables the projects to obligate and expend awarded federal funds.
4. **Metro Budget Impacts:** None to Metro

RECOMMENDED ACTION:

TPAC recommends the approval of Resolution 18-4912.

- TPAC approval: September 7, 2018

Attachment: Project Location Maps

Date: Wednesday, August 29, 2018
From: Ken Lobeck, Funding Programs Lead, 503-797-1785
Subject: Attachment 1 to the September 2018 MTIP Formal Amendment Staff Report – Project Location Maps

BACKGROUND

Available project location maps and OTC request letters are included in this attachment to the staff report for reference for their applicable projects. Maps and/or OTC letters are included for:

- Key 18807 – King City: OR99W SW Royalty Pkwy to SE Durham Rd
- Key 19651 – ODOT: I-5 Interstate Br (NB) Trunion Shaft Replacement
- Key 19533 – ODOT: I-405 Fremont Bridge to US26 WB Connection Bridge
- Key 19722 – Portland: HSIP 2016 Signalized
- Key 19723 – Portland: HSIP City of Portland Bikedped
- Key 14409 – Portland: Marine Drive Path NE 112th Ave to NE 185th Ave
- Key NEW – TBD – Portland: OR99W/Barbur Blvd Area: Sidewalk Infill Projects

Key 18807

OR99W: SW Royalty Parkway - SE Durham Rd (King City)



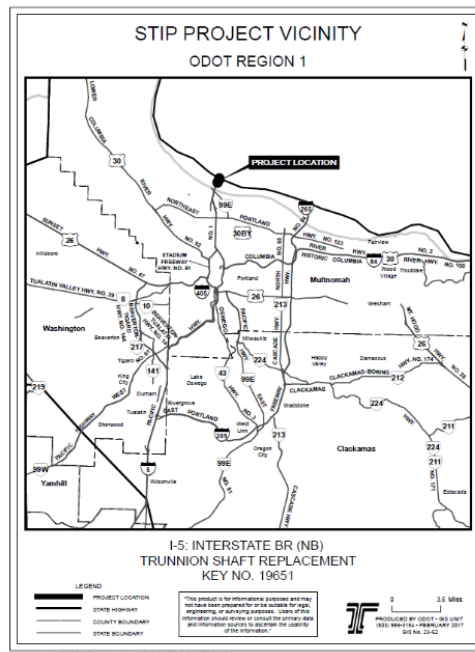
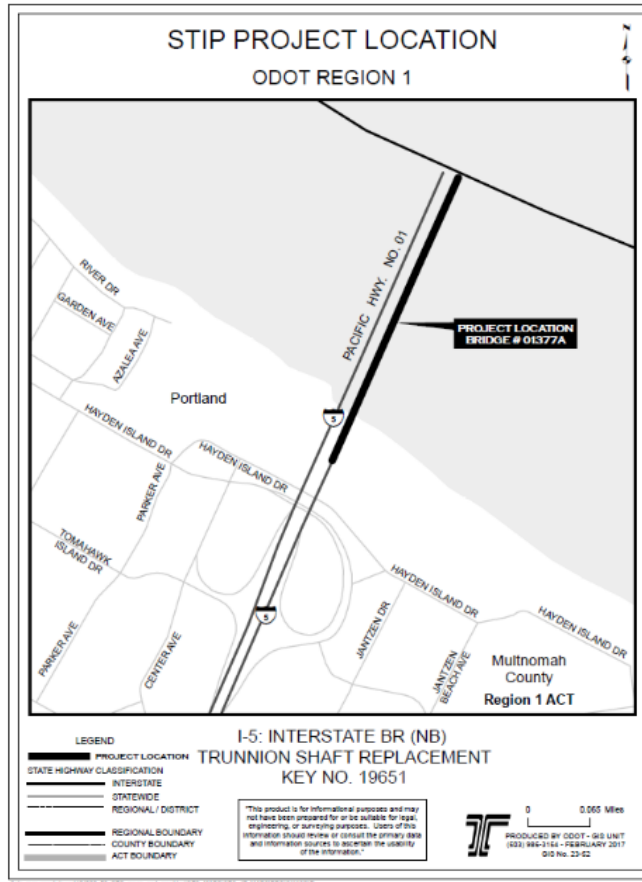
K18807: SW Royalty Pkwy - SW Durham Rd

SW Royalty Pkwy, MP 11.22

SW Durham Rd, MP 11.38

Key 19651

I-5: Interstate Br (NB) Trunnon Shaft Replacement (ODOT)



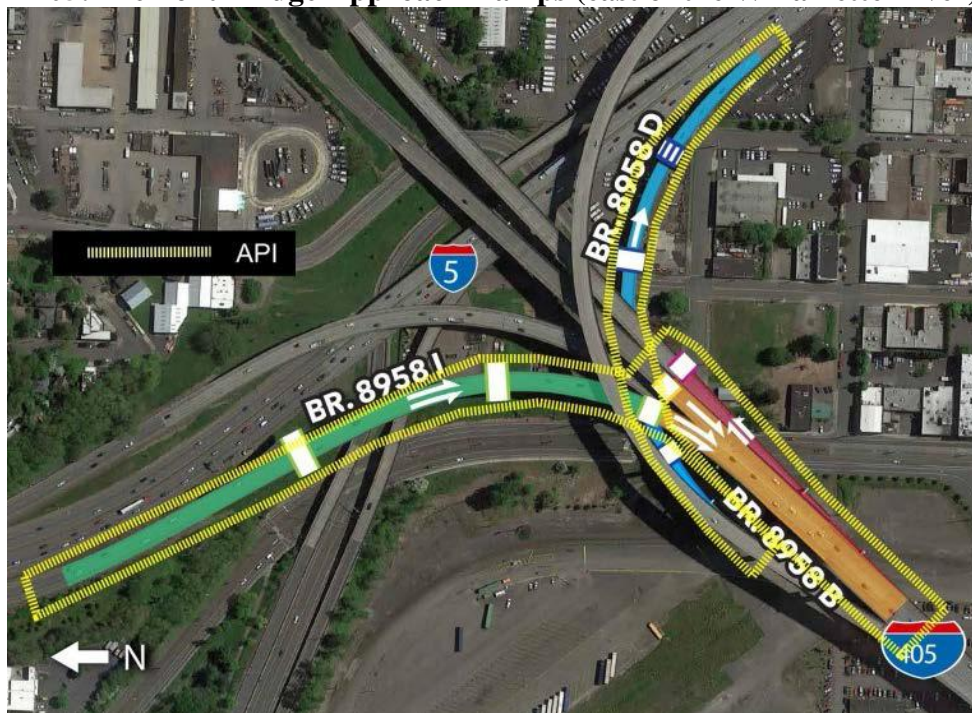
Key 19533

I-405: Fremont Bridge to US26 WB Connection Bridge (Portland)
(Key 20482 combined into Key 19533)

I-405: NB to 26 WB IC



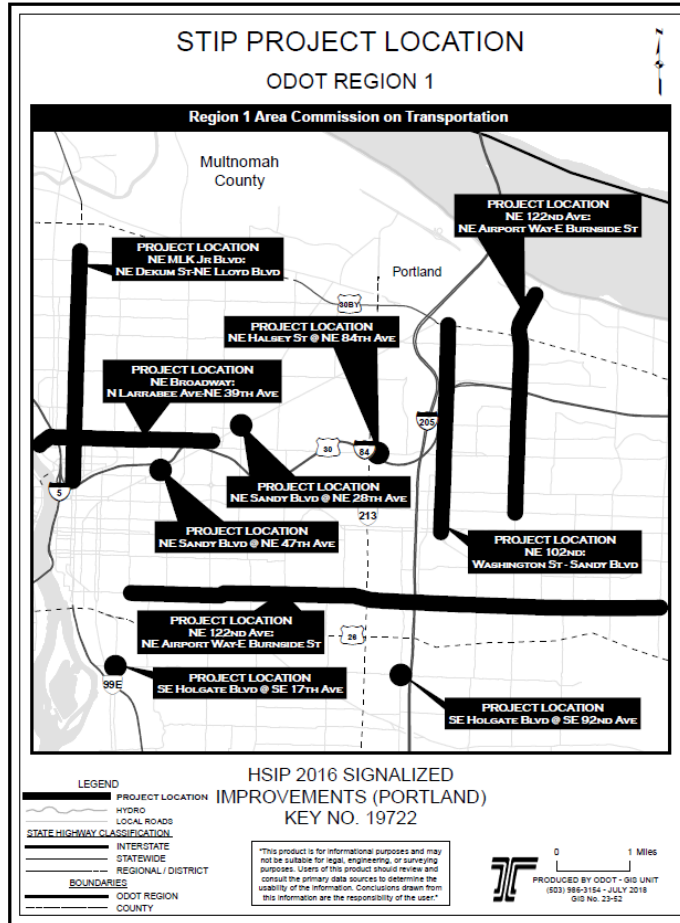
I-405: Fremont Bridge Approach Ramps (east of the Willamette River)



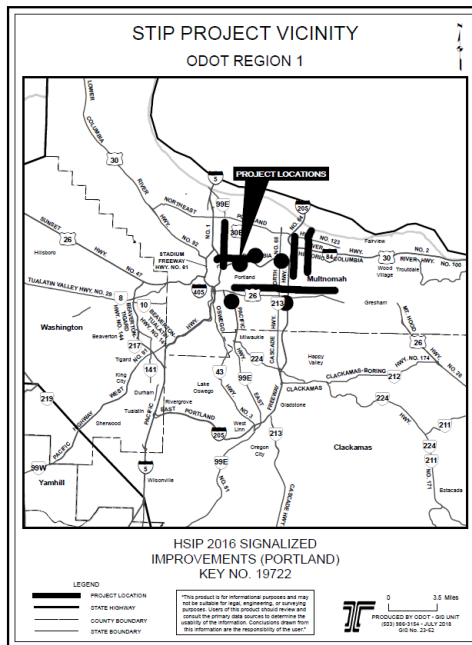
I-405: Fremont Bridge Approach Ramps (west of the Willamette River)



Key 19722
HSIP 2016 Signalized Improvements (Portland)

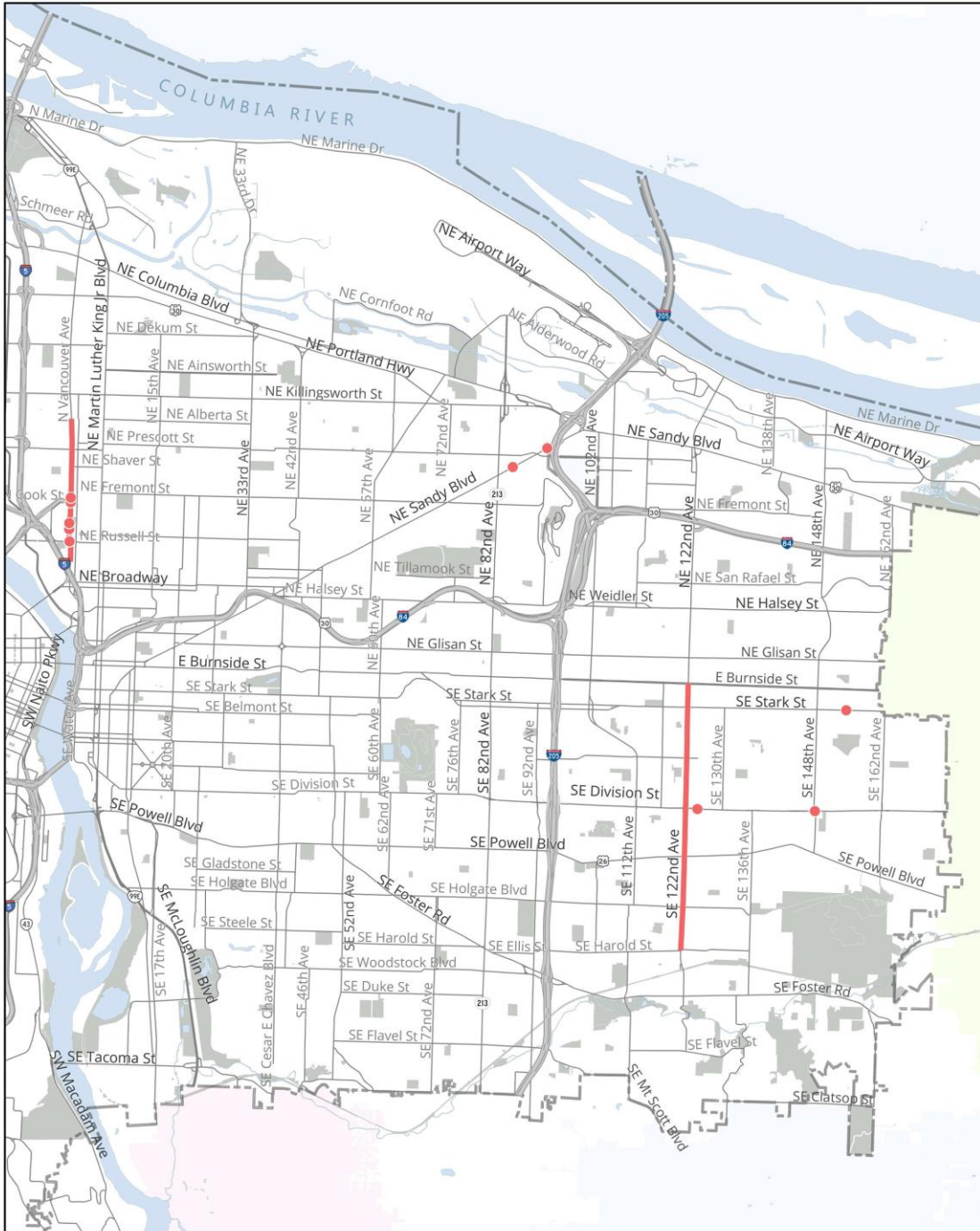


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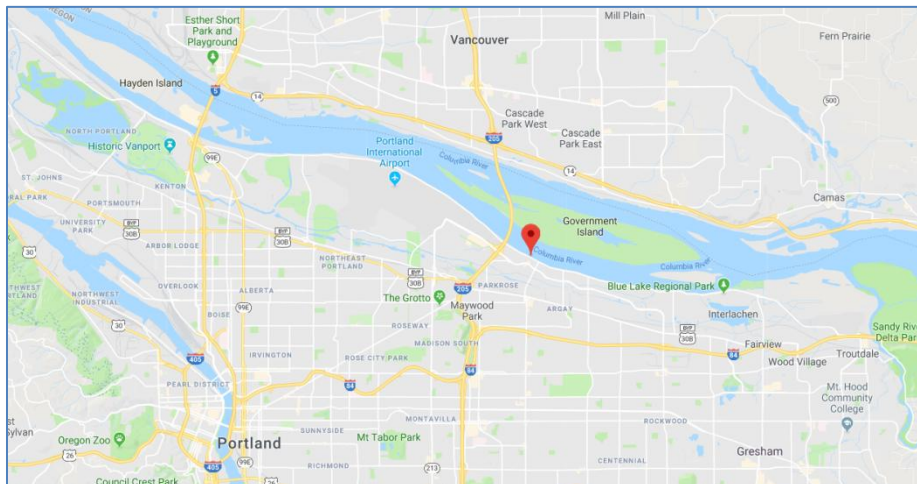
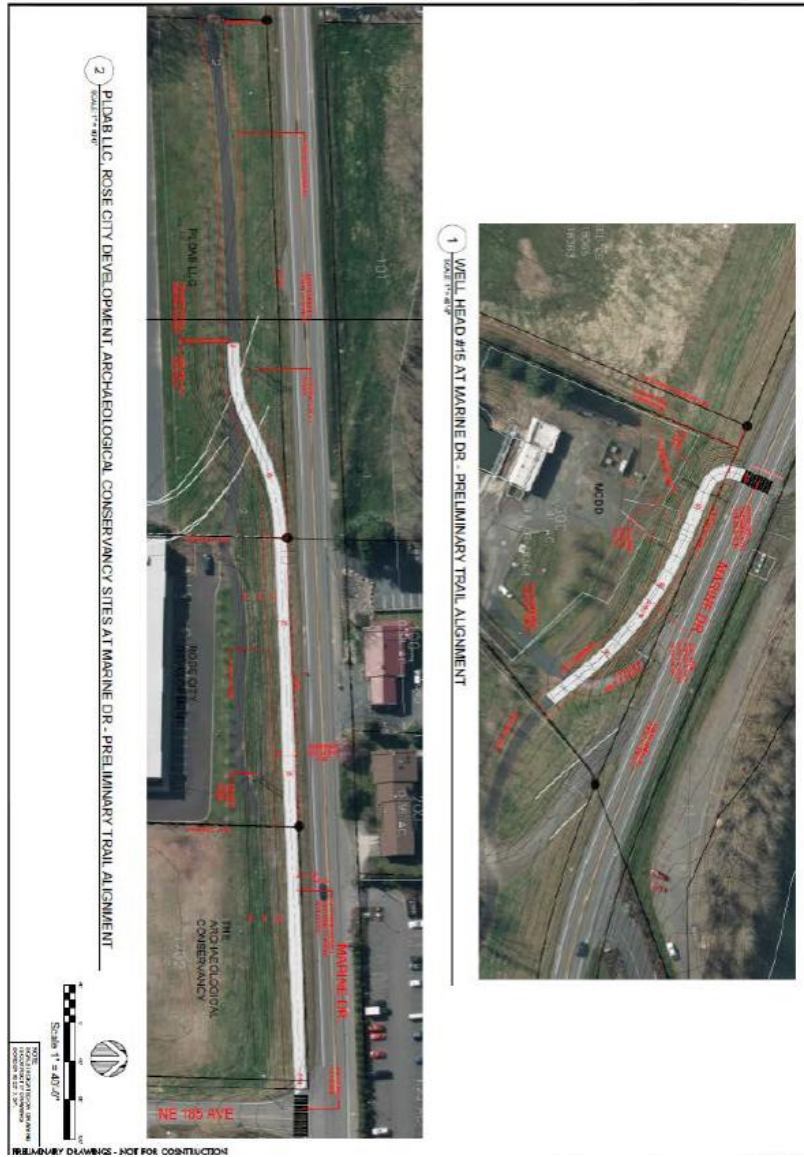
Key 19723
HSIP City of Portland Bikeped (Portland)

HSIP 2016 Bike/Ped Improvements (Portland)
KN 19723 Project Vicinity Map



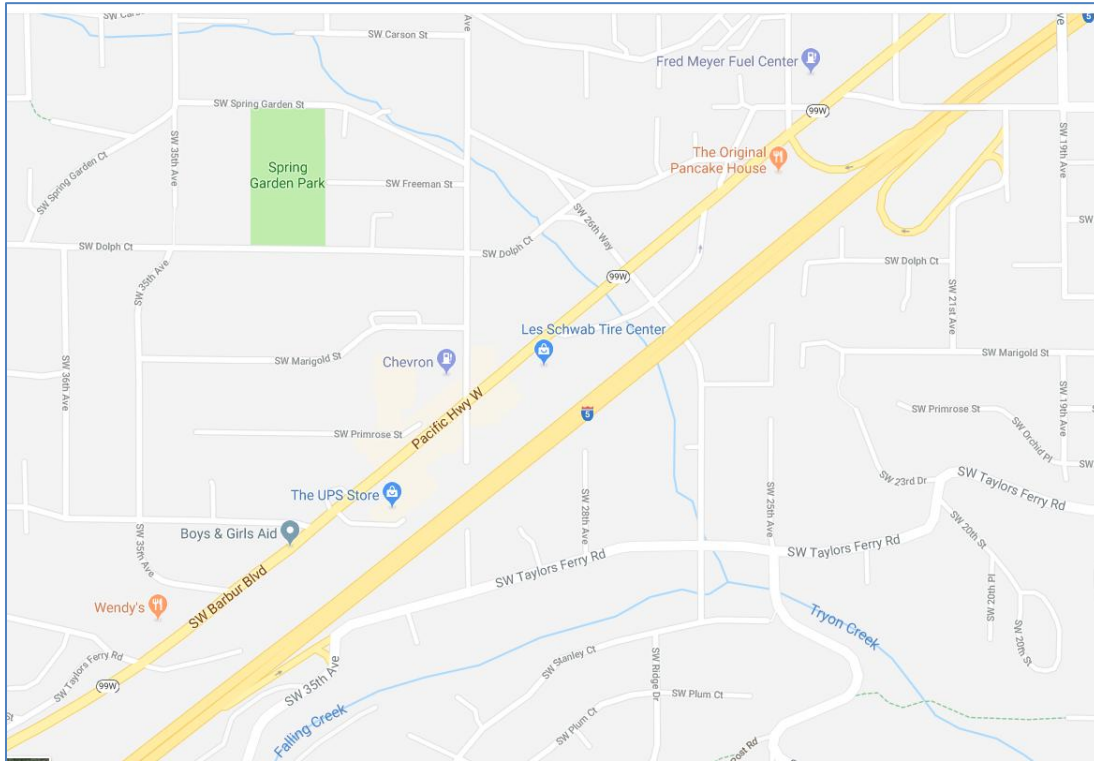
Plot Date: 6/14/2016

Key 14409
Marine Drive Path NE 112th Ave - NE 185 Ave (Portland)

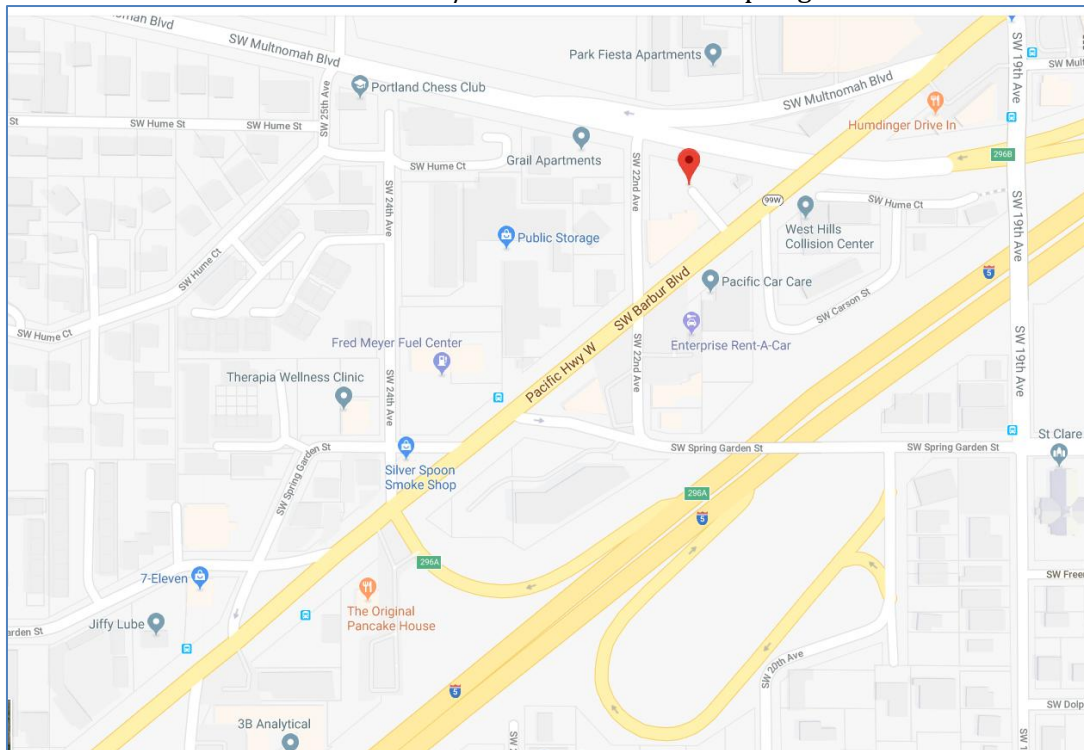


Key New - TBD

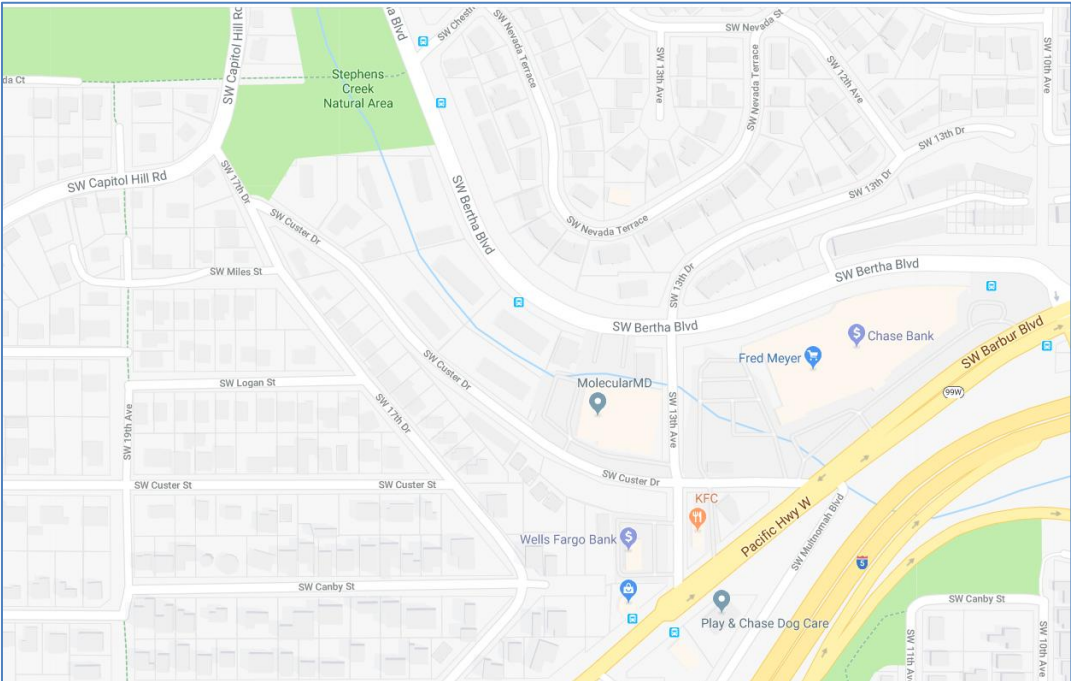
OR99W/Barbur Blvd Area: Sidewalk Infill Projects
Location 1: SW 26th Ave: I-5 to Taylors Ferry



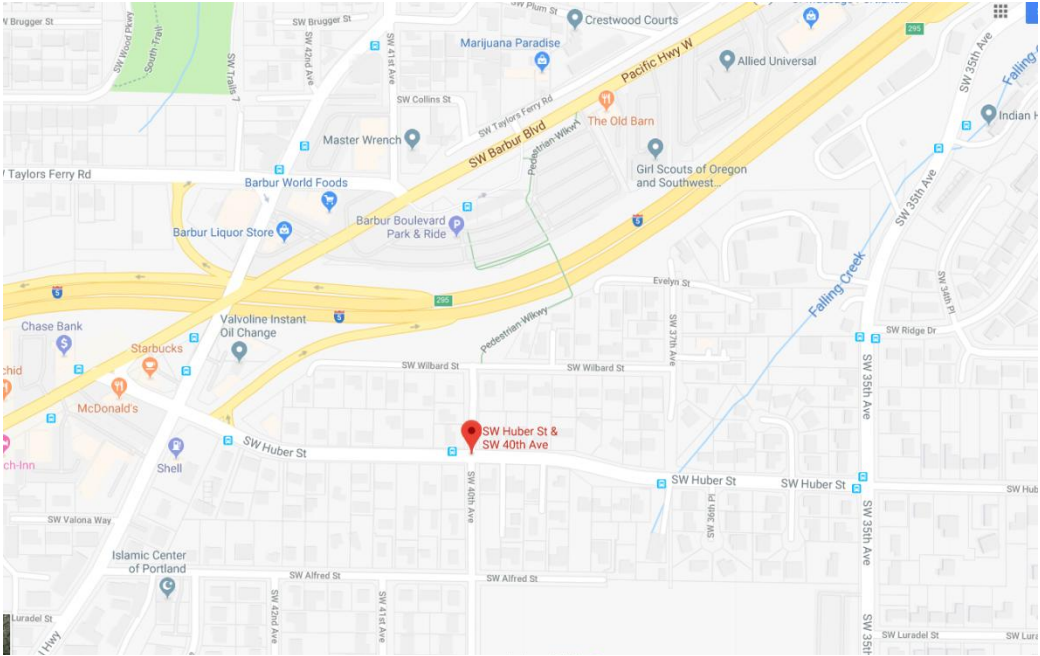
Location #2: SW 24th/25th: Multnomah to Spring Garden



**Location #3:
SW Custer: Capitol Hill to 13th Ave**



**Location #4
SW 40th & Huber: RFB**



Memo

Date: September 10, 2018
 To: Joint Policy Advisory Committee on Transportation (JPACT) and interested parties
 From: Kim Ellis, RTP Project Manager
 Subject: 2018 Regional Transportation Plan and Strategies Adoption Final Steps and Metro Staff Recommendations on Public Comments Received

PURPOSE

This memo provides an overview of the final public comment period, how the 2018 Regional Transportation Plan (RTP) and strategies for freight, transit, safety, and emerging technology will be adopted, and final adoption steps. This memo also transmits draft legislation approving the 2018 RTP and strategies, including Metro staff recommendations that respond to comments received on the draft RTP and strategies.

ACTION REQUESTED

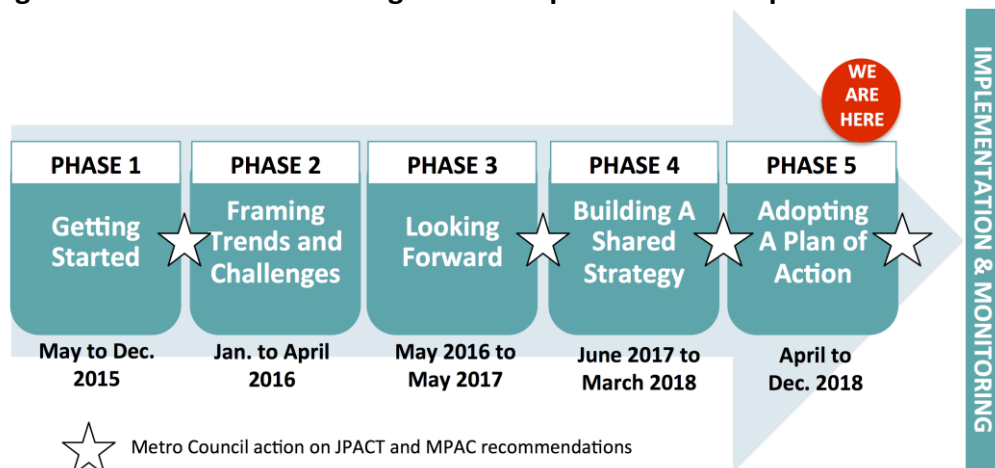
No action is requested for the September 20 meeting. On August 29, Metro convened a joint workshop of the Transportation Policy Alternatives Committee (TPAC) and the Metro Technical Advisory Committee (MTAC) to review draft Metro staff recommendations that respond to public comments received. On September 7, TPAC tentatively identified Metro staff recommendations that warrant further discussion on October 5 as part of finalizing TPAC's recommendation to JPACT.

On September 20, JPACT will receive an update on public comments received and Metro staff recommendations that TPAC has tentatively identified for TPAC and JPACT discussion. On October 18, JPACT is scheduled to consider TPAC's recommendation and make a final recommendation to the Metro Council on adoption of the RTP and strategies.

BACKGROUND

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. More than 200 emails and 50 letters were received proposing specific changes to the draft RTP and strategies. 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](http://www.ecfr.gov/current/title-23/chapter-I/subchapter-B/part-450/subpart-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.

Highlights of public comments received are summarized in the attached final public comment period summary. The final public comment report is available on the project website at www.oregonmetro.gov/rtp.

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, Exhibit 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.
 - **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.
 - **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 by the Office of Metro Attorney.*

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 7, TPAC identified Metro staff recommendations that warrant further discussion by JPACT. On September 20, JPACT will receive an update on public comments received and Metro staff recommendations that TPAC has tentatively identified for JPACT discussion. 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.

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.

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 | 9/20 | 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

- 2018 RTP Final Public Comment Period Summary (8/31/18)
- 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 Legislation for 2018 RTP (Ordinance) and Strategies for Freight, Transit, Safety and Emerging Technology (Separate Resolutions)



Final Public Comment Period Summary

Highlights of comments received from June 29 to Aug. 30

SUMMARY

From June 29 to Aug. 13, 2018, Metro held a 45-day public comment period to ask residents, community-based organizations, businesses, policymakers and other leaders of the greater Portland region for their thoughts on the public review draft of the 2018 Regional Transportation Plan and strategies on safety, transit, freight and emerging technology. Four engagement activities were used during the public comment period:

- **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.
- **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.

Snapshot of participation

- **880** online survey participants providing over **2,400** comments
- **50** letters sent in by local jurisdictions, community-based organizations, business and community members
- **Over 200** emails
- **Over 25** participants at three consultation meetings with tribes and federal, state and local agencies
- **7** community members testified at Aug. 2 public hearing

- **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 meetings** – 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 three separate consultation meetings on August 6, 14 and 21. A fourth consultation meeting, with the Confederated Tribes of the Grand Ronde, is scheduled for September 6. Summaries of all consultation meetings will be included in the final public comment report.

Online survey

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. Nearly 900 people responded to the online survey. Analysis of the online survey was broken out into three parts:

- Transportation priorities and balance of investments
- Supporting safety, freight, transit and emerging technology strategies
- One big transportation idea and thoughts to share with policymakers



Balance of investments

Survey respondents were asked: *On a scale of 1-10, how well does this balance of investments match your transportation priorities?*

The average response was a **5**. The comment section's main themes were:

- Too much of the investment is allocated to roads and highways and too little investment is allocated to transit and active transportation.
- More funding for roads, highways and bridges.
- More active transportation and transit investment, as well as investment for transportation demand management strategies (TDM) and transportation system management operations (TSMO).

Survey respondents were also asked to rate each of the four strategies on a scale from 1-10 on how well the priorities articulated in each strategy would improve safety, freight and transit and guide emerging technology in the greater Portland region. The bullet points reflect the main themes of comments for each strategy.

Safety

Survey respondents were asked: *On a scale from 1-10, how well do you think these priorities will improve transportation safety in greater Portland?*

The average response was a **7**. The comment section's main themes were:

- Policies in the strategy are disconnected from the investments presented. Elected officials need to be bold and reconcile the policies to align with the investments.
- Need to invest more in the transit system; need to encourage more active transportation options and discourage use of single-occupancy vehicles.
- Need to lower speed limits and invest in separated bicycle and pedestrian facilities.



PUBLIC REVIEW DRAFT
2018 Regional Transportation Plan
Regional Transportation
Safety Strategy

Transit

Survey respondents were asked: *On a scale from 1-10, how well do you think these priorities will improve the transit system (MAX, bus, streetcar, WES) in greater Portland?*

The average response was a **7**. The comment section's main themes were:

- A desire for more frequent, reliable and flexible bus service that goes where people live, work and want to be.
- Public transit needs to have its own dedicated right-of-way; reappropriation existing roadways for public transit.
- Support for enhanced transit corridor investments.



PUBLIC REVIEW DRAFT
2018 Regional Transportation Plan
Regional Transit
Strategy

Freight

Survey respondents were asked: *On a scale from 1-10, how well do you think these priorities will improve the freight system in greater Portland?*

The average response was a **5**. The comment section's main themes were:

- Implement congestion pricing.
- Freight must have its own dedicated right-of-way.
- Need to implement strategies to reduce diesel emissions and improve air pollution.



PUBLIC REVIEW DRAFT
2018 Regional Transportation Plan
Regional Freight
Strategy

Emerging technology

Survey respondents were asked: *On a scale from 1-10, how well do you think these priorities will do in guiding our approach to emerging technology in the region?*

The average response was a **6**. The comment section's main themes were:

- The benefits of new technology should be equitably distributed; government should play a role in making sure this happens.
- Expand bike share (including e-scooters) to make it available throughout the region and not just within the City of Portland.
- Transportation network companies (i.e. Uber, Lyft) add to congestion without paying in to the system; need to promote public transportation and decreasing vehicle miles travelled (VMT).



PUBLIC REVIEW DRAFT
2018 Regional Transportation Plan
**Emerging Technology
Strategy**

Looking towards the future

Survey respondents were asked: *What's one big idea you have for improving greater Portland's transportation system?* Some of the main themes in the comment section were:

- Expand the MAX system all across the region and transition it into an underground subway system.
- Divert funding allocated to highway and roadway expansion and direct it to transit investment all across the region (Bus rapid transit, enhanced transit corridors, etc.).
- Implement congestion pricing.
- Car-free central city.

Survey respondents were asked: *If you could tell policymakers one thing about transportation in greater Portland, what would you want them to know?* Some of the main themes in the comment section were:

- Be bold and take risks! We need to fundamentally change the way we invest in our transportation system to implement the region's transportation vision
- We need to cut down on single-occupancy vehicle trips; more investment in alternative transportation options and less investment in roadway and highway expansion.
- Make transit more reliable, frequent and efficient; plan routes based on where people work, go to school and want to be.

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.

Several hundred emails and letters were received suggesting recommendations to the policy chapters, project lists and more general comments on the plan and supporting strategies. Main recurring comments are summarized below.

- Better job of integrating green infrastructure in the RTP and better job of addressing potential negative impacts to natural resources.
- Clarification on how the plan achieves Climate Smart Strategy greenhouse gas reduction targets and requests for more information related to the findings and fleet and technology assumptions used in the analysis.
- Four new projects were formally submitted for inclusion into the plan, including two Willamette Falls-related projects – one to support the Willamette Falls Legacy Project and a second project to repair the Willamette Falls Locks to support river freight and recreation, one Southwest Corridor LRT access project and one trail project that would complete a gap in the Fanno Creek Trail in the City of Tigard.
- A desire to continue working with Metro on Chapter 8 implementation activities and a request for the Metro Council to lead development of a strategic action plan to inform future regional transportation decisions, including the next RTP update.
- Additionally, a bevy of technical corrections were submitted for consideration, including updates to the RTP system maps to accurately reflect recent transportation system plan (TSP) updates.

Aug. 2 public hearing

A public hearing for comments on the 2018 draft Regional Transportation Plan and supporting strategies was held on Thursday, August 2nd at the Metro Regional Center. Seven people testified on a range of topics, including:

- Advocating for inclusion of a “Westside bypass” project in the Regional Transportation Plan.
- Removal of the West Hayden Island related rail access and yard projects from the constrained project list.

- Advocating for light rail from Vancouver to Portland to include Hayden Island in the alignment.
- Support for Vision Zero, congestion pricing, managing parking in mixed use centers, and advocating for a major safety project on 82nd Avenue.
- Opposition to the highway expansion investments; eliminating the I-5/Rose Quarter project
- Support for investments that target climate change, support for investment in active transportation and public transit.
- Advocating to better integrate green infrastructure in the plan and do a better job of addressing potential negative impacts to natural resources, as well.

Consultation meetings

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 three separate consultation meetings on August 6, 14 and 21. A fourth consultation meeting, with the Confederated Tribes of the Grand Ronde, is scheduled for September 6. Metro staff also asked partner agencies and tribes for their input on when they would like to be engaged during planning processes for greater Portland's transportation system. Summaries of all consultation meetings will be included in the final public comment report. Some of the themes heard during the consultation meetings are below.

- Consider addressing stormwater run-off volume and water quality for projects earlier in the planning process.
- More documentation wanted of the assumptions used for different technologies, fuel economy, mix and consumption should be provided.
- More information on commuter patterns between counties and states and the impact of vehicle inspection programs on forecasted emissions, given possible changes to required inspections in the future.
- Questions on the project prioritization process for selection of projects with funding.
- The Gorge Express transit service provides an important travel options for access public lands in the Gorge and supports the RTP's goals.
- Appendix H (Financial Forecast) should have a table showing a clear demonstration of financial constraint is needed, comparing revenues to commitments. Suggestion to break down the comparison into FHWA funding and FTA funding and also break down the analysis into at least two different RTP time periods (2018-2027 and 2028-2040).
- Make the format and outline of the document easier to read for the public.
- When developing a financial plan for the next RTP update, the plan can be more general describing its federal revenue sources; it does not need to specify the fund code level.

More information

Find out more about the 2018 Regional Transportation Plan update at oregonmetro.gov/rtp. The final public comment summary report will be available on the 2018 Regional Transportation Plan update page in September.

**2018 Regional Transportation Plan (RTP), Appendices and Strategies
Summary of Comments Received and Recommended Actions**

(comments received June 29 through August 30, 2018)

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| 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 Drottar | 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 Drottar | 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, " <u>Objective 7.2 Other Pollution Impacts - Minimize air, water, noise, light and other transportation-related pollution health impacts.</u> " |

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| 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 | Kirzakhali | 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 | Kirzakhali | 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 | Kirzakhali | 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 | Kirzakhali | 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 | Kirzakhali | Ali | ODEQ | 8/20/2018 | Letter | Recommendation to revise language on page 2-19 to say: "Objective 8.4 Low and No <u>Zero</u> 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. |

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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. |

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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. |

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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. | 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. 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. |

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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? | 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. 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. |
| 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 | Recommend including the following information for the Climate Smart Strategy policies on pages 3-28 and 3-29 (section 3.2.3): <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> | Amend as follows: - 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: <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 | Amend the design classification descriptions to add the following sentence to each section: <u>Include green infrastructure designs to filter and retain stormwater runoff and design features to allow wildlife crossings and fish passage.</u> |
| 28 | RTP Chapter 3 | Sallinger | Bob | Audubon Society of Portland | 7/31/2018 | Letter | Reiterating support for prioritization of demand management strategies prior to building new capacity (section 3.5.4). "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." | 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 | (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.). |
| 31 | RTP Chapter 3 | Hagerbaumer | Chris | Oregon Environmental Council | 8/11/2018 | Letter | (Regional motor vehicle policies - pg. 3-53). Suggestion that if policy 6 (value pricing) is implemented, policy 5 (highway expansion) will not be needed. "...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." | 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. | 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. Note: This change reflects that scooters are here. 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. |
| 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 twofor: 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 th 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 <u>throughway</u> capacity beyond the planned system of motor vehicle through lanes, demonstrate that system and demand management strategies, including access management, transit and freight priority, value congestion pricing, 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: <ul style="list-style-type: none"> • 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: <ul style="list-style-type: none"> • 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 | (Page 3-77) Revise Transit Policy 3 as follows, Improve local transit "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." 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. | Amend as requested. |
| 81 | RTP Chapter 3 | Singelakis | Andrew | Washington County | 8/13/2018 | Letter | (Page 3-80), revise as follows: - 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 | (Page 3-115) Revise the third bullet to reflect requirements in Section 3.08.130 of the Regional Transportation Functional Plan as follows: <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>RTFP 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 | (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,</u> 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." | 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 | (Page 3-79) Recommendation to add possible passenger ferry service to list as a potential future transit type | 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 | Kirzakhali | Ali | ODEQ | 8/20/2018 | Letter | Recommendation to revise language on page 3-31 to say: "There are also over 18,000 100,000 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 <u>facilities</u> 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 Drottar 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. - The role of natural areas, urban tree canopy, and other green infrastructure in carbon sequestration. - 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 are 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 are 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> " The DEQ study report is already cited on page 4-32. |
| 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 are <u>may be</u> 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. "While not currently in place, a system such as this could improve transit while using an underutilized waterway." | 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. |
| 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. suggests 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. 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). |

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| 132 | RTP Chapter 7 | 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: - 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?" | 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. 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. |
| 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 | Section 7.4.14: 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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| 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 | Kirzakhali | 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%) - 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. |
| 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 | Kirzakhali | 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. | 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. 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. |
| 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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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>) |
|-----|---------------------|----------------|------------|---|-----------|--------|--|---|
| 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 | No amendment requested. General comment expressing displeasure that Chapter 8 does not focus on walking and bicycling projects. "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..." | 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 regional freight reliability, mobility and travel patterns.</u> • 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. 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). |
| 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. | 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)." 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 | (section 8.2.3.5) Recommendation that "Transit Planning" as outlined in Section 8.2.3.5 should become a program. "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." | 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 | Recommendation to add the following description to Mobility Corridor #24 (section 8.2.4.6): <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> | 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 | Recommendation to add the following additional language to section 8.3.1.2 Sunrise project: <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> | 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 | <p>Page 8-57 (Section 8.2.4.6 Hillsboro to Portland Mobility Corridors #13 and #14). Revise this section as follows:</p> <ol style="list-style-type: none"> The section title should include (mobility corridor) #16, to match the entry in Table 8-1 on p. 8-39. 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 | <p>(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..."</p> | 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 | <p>(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:</p> <ul style="list-style-type: none"> <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> | <p>Amend as follows:</p> <ul style="list-style-type: none"> <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: <ul style="list-style-type: none"> • <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 regional 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. | 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. Amend page 8-21 to add the following language after the last paragraph, " <u>If a jurisdictional transfer is not viable or appropriate, jurisdictions may pursue a potential Special Transportation Area designation in collaboration with ODOT.</u> " 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. |

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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 <u>during</u> 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 | (Page 8-61) Add Basalt Creek Parkway to Table 8.2 Completed and Current Major Project Development. 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. | Amend as requested. |
| 204 | RTP Chapter 8 | Singelakis | Andrew | Washington County | 8/13/2018 | Letter | (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.) <u>either at the regional (transportation <u>air quality system</u> conformity) or project level (NEPA) <u>review</u>?</u> " 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. | 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 scope and function</u> 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, <u>and corridor</u>, 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 | No changes suggested. General support of the following work outlined in Chapter 8: <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 | Request that future studies include in emerging technology and traffic systems management and operations "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." | 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 Improvements Project. This future path is shown in the RTP bicycle and pedestrian system maps. | Amend as requested. |
| 222 | RTP Chapter 8 | Kirzakhali | 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 | Kirzakhali | 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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|-----|---------------------|-----------|------------|----------------------------------|-----------|--------|---|---|
| 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: https://www.oregon.gov/dsl/WW/Pages/MitigationMap.aspx</u> - 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%) - 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. |

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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> | <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.</p> |
| 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> | <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.</p> |
| 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> | <p>Comment noted. No change proposed.</p> |
| 253 | RTP General comment | Savas | Paul | Clackamas County | 8/13/2018 | Letter | <p>Request to analyze decision-making structure for creation of future regional transportation plans.</p> | <p>Comment noted. No change proposed.</p> |

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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." | 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. |
| 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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|-----|---------------------|-----------|------------|--------------------------------|-----------|----------------------|--|--|
| 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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| ITEMS FOR CONSIDERATION - Comments on Draft 2018 RTP Project Lists (by project number) | | | | | | | | |
| # | Project # | 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>) |
| 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 Drottar, 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 Drottar, 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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September 10, 2018

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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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ITEMS FOR CONSIDERATION - Comments on draft 2018 Regional Transportation Plan

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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 | <i>Other comments and recommendations will be added from the RTP document comments and recommendations, as appropriate.</i> | | | | | | | 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 part 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 careful consideration ." | 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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| # | 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>) |

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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|---|--|-----------|------------|---------------------|-----------|--------|---|--|
| # | 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>) |
| 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 routes...</u> " 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).

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- **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. |

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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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to Respond to Public Comments #2, #46, #98, #102, #104 and #105**

| 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 |
| 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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| Potential Mitigation Strategies | Resource Areas | | | | | | | | | | | |
|--|---|--------------------|--------------------------|-------------------------|------------------------------------|------------------------|--------------------------------|-----------------------------------|-----------------------|--------------------------------|--------------------|--|
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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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to Respond to Public Comments #2, #46, #98, #102, #104 and #105**

| 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 |
| 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>

9/10/18 DRAFT – under legal review

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

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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.

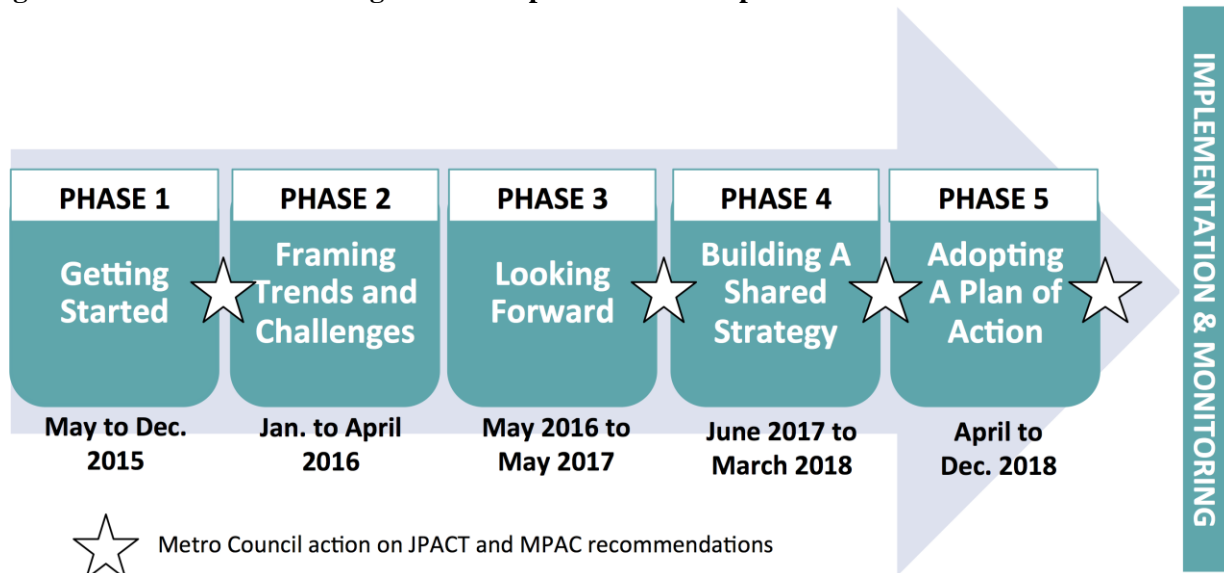
Metro led this process in consultation and coordination with federal, state and local governments, and engagement of other stakeholders with an interest in or who are affected by this planning effort. Metro facilitates on-going consultation and coordination through four advisory committee bodies—the 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.

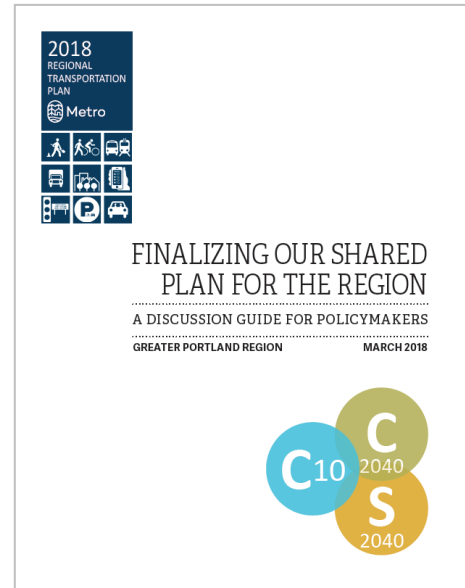
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In summer 2017, Metro analyzed three funding scenarios: 10-year constrained project priorities, 2040 constrained project priorities and 2040 strategic project priorities. The analysis tested new and updated outcomes-based system performance and transportation 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 throughways 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.

Nearly
19,000
individual
touch points
from 2015-18

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-450/subchapter-3/part-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.

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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.

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- 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.

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- 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.

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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

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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 | CTTRAN |
| Randy | Parker | Transit Planner | CTTRAN |
| 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 |

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

| 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. 18-4893 |
| 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

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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 updated the 2010 Regional Freight Plan 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 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 Transportation Advisory Committee

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(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.

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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 |

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

9/5/18 DRAFT – under legal review

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.

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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 |

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| | |
|---|--|
| 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. |
|---|--|

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.

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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 |

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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_dominat_portlan.html

² Conversations with Portland Bureau of Transportation staff and commissioners.

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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 <https://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

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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 |



STIP Leverage Overview

Joint Policy Advisory Committee on Transportation
Thursday, September 20, 2018

Mandy Putney
ODOT Region 1
Policy and Development Manager

21-24 STIP Development Process

- Spring '18: Prepare 150% Lists
- Summer '18: All Road Transportation Safety (ARTS) Applications
- **Fall '18: Active Scoping (refinement of cost estimates)**
- Winter '19: Program Development
- Spring '19: Draft 100% Lists (R1ACT Decision Point)
- Fall & Winter: Draft STIP Outreach
- Spring & Summer '20: OTC Adoption Process

Leverage Programs

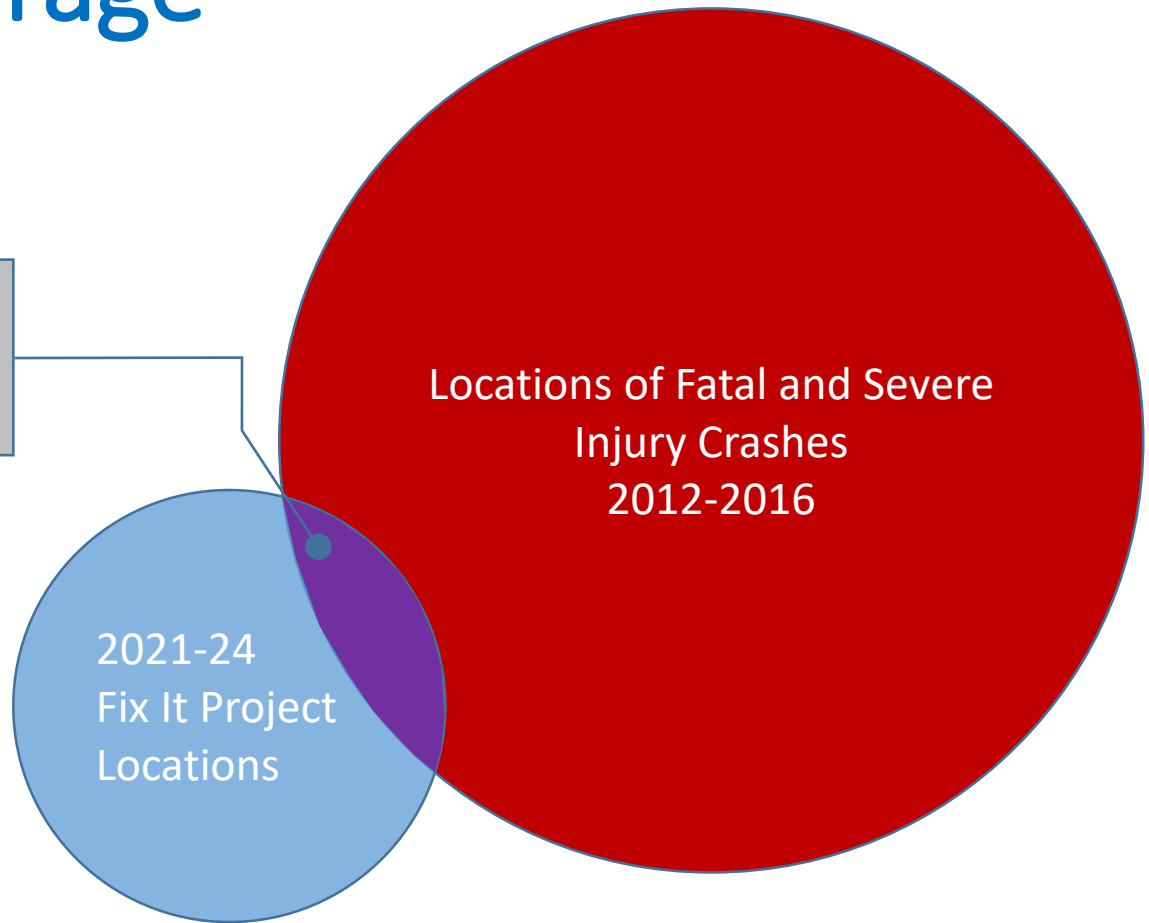
- Region 1 received about \$27M in “leverage” program funds
- Sub-programs: safety, active transportation, enhance
- With help from local input, ODOT is developing cost estimates for certain Fix-It projects both with and without leverage scope options
- After cost estimates are developed and the Fix-It project lists are refined, R1 ACT will provide input on allocating the leverage funds.

Safety Leverage

Tier 1: Reduce serious/fatal crashes within the Emphasis Areas of the 2016 TSAP

If funding allows, **Tier 2** includes top 10% SPIS sites, region-wide systemic safety features, or other documented crash locations.

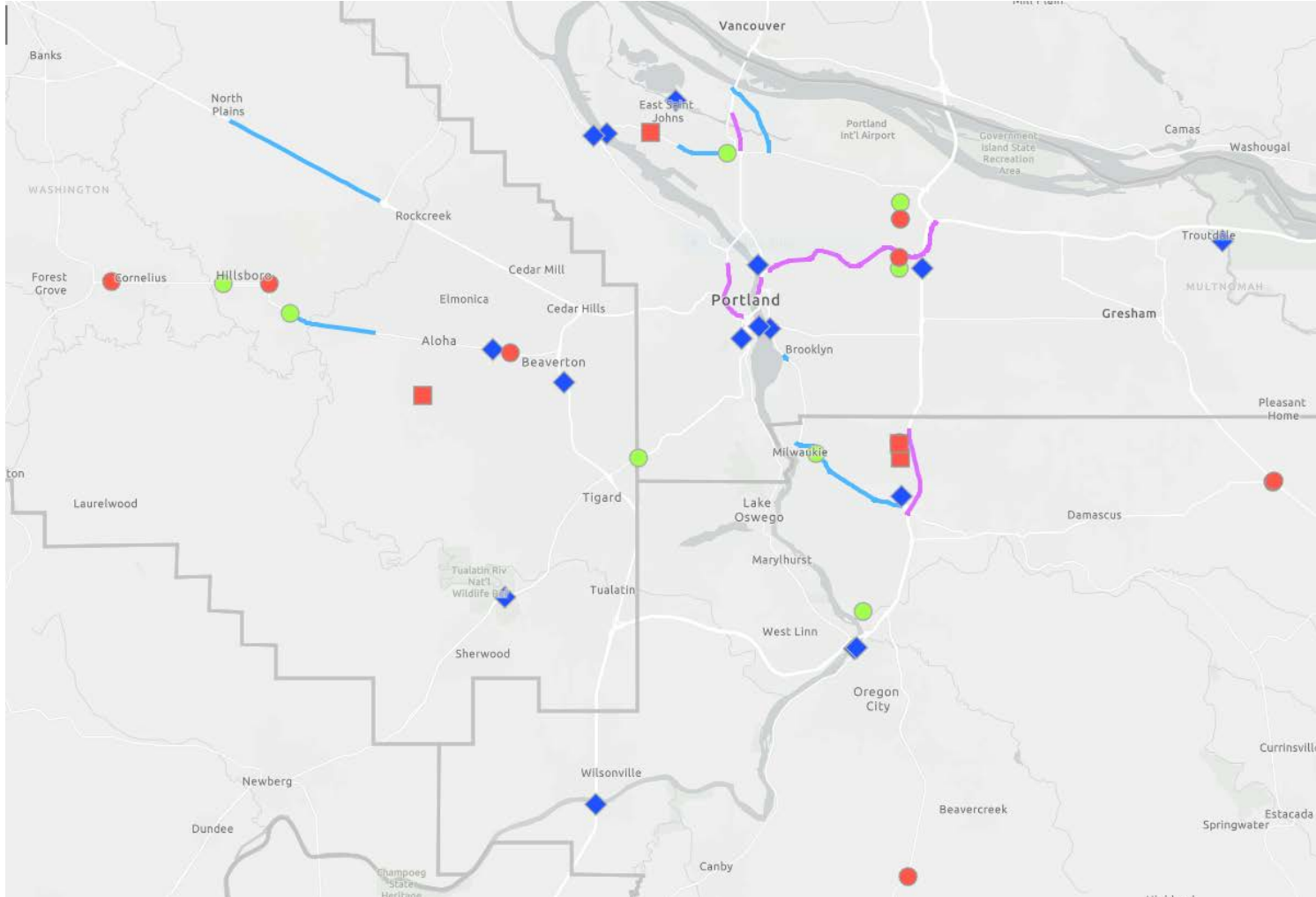
Region 1 Allocation:
\$10,680,000



Locations of Fatal and Severe
Injury Crashes
2012-2016

2021-24
Fix It Project
Locations

R1 STIP Online Map (150% Lists)



<https://bit.ly/2Jo1Kz6>



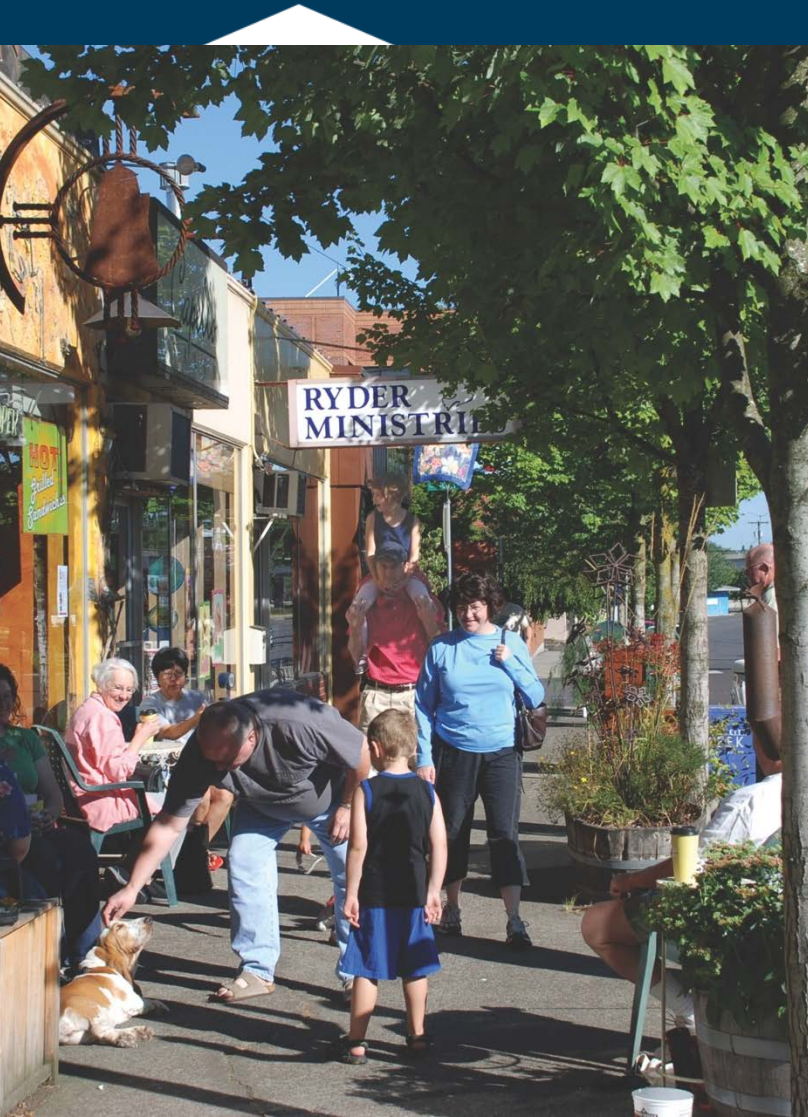
Metro

Finalizing the 2018 Regional Transportation Plan

JPACT | September 20, 2018

Kim Ellis, project manager

Today's purpose



Provide an update on public comments received on:

- 2018 Regional Transportation Plan
- 2018 Regional Transit Strategy
- 2018 Regional Freight Strategy
- 2018 Regional Safety Strategy
- 2018 Emerging Technology Strategy

Highlight areas of potential policy discussion and final steps to adoption

Regional Transportation Plan

Sets the course for moving the region safely, reliably and affordably for decades to come

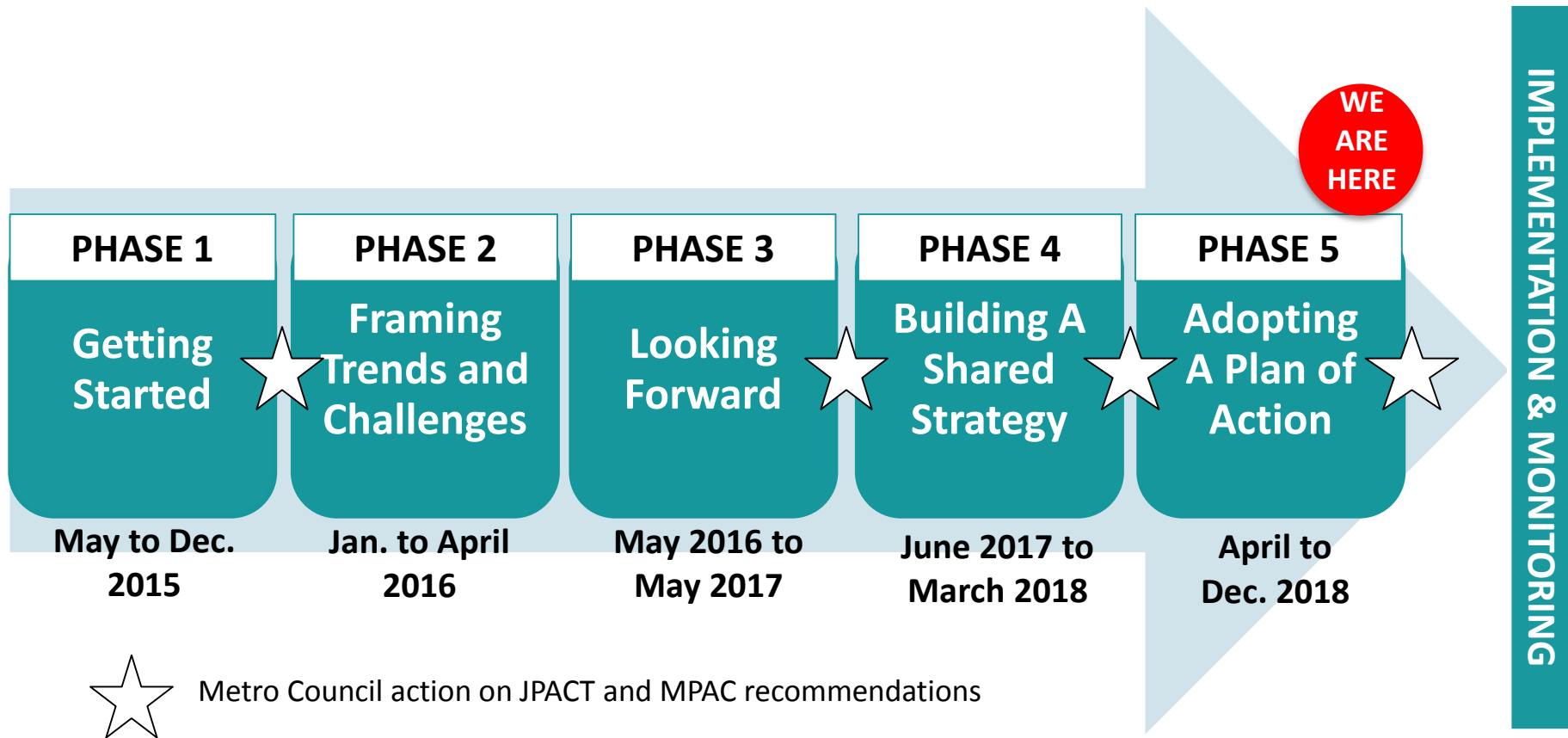
Uses projections of future population and employment growth to identify travel needs and solutions through 2040

Establishes priorities for federal, state and regional funding

Required every 5 years



RTP timeline



Meaningful, ongoing engagement



Draft materials available since June 29 at www.oregonmetro.gov/rtp



PUBLIC REVIEW DRAFT
2018 Regional Transportation Plan
**Regional Transportation
Safety Strategy**

PUBLIC REVIEW DRAFT
2018 Regional Transportation Plan
**Regional Freight
Strategy**



PUBLIC REVIEW DRAFT

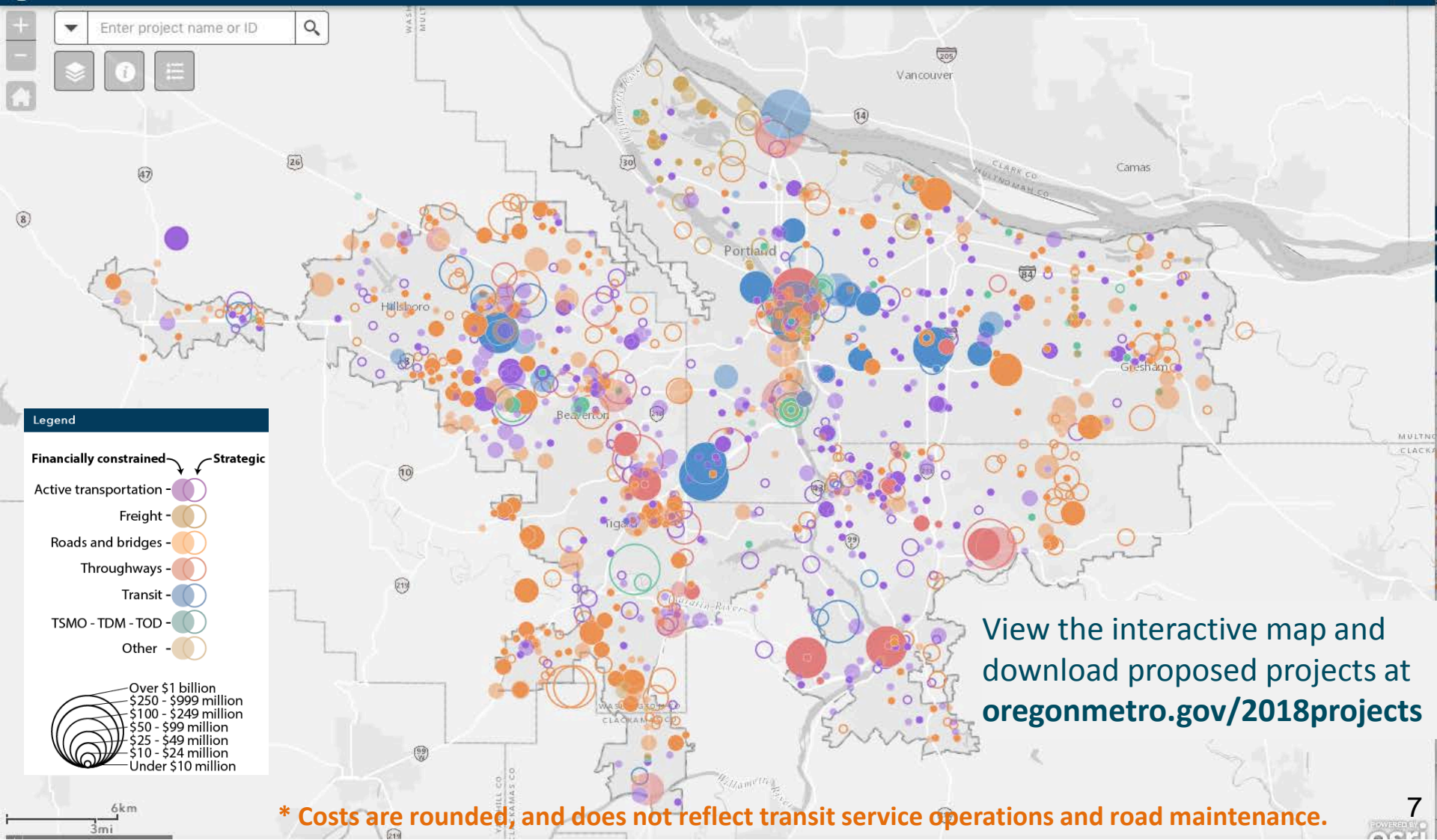
**2018 Regional
Transportation Plan**

PUBLIC REVIEW DRAFT
2018 Regional Transportation Plan
**Regional Transit
Strategy**

PUBLIC REVIEW DRAFT
2018 Regional Transportation Plan
**Emerging Technology
Strategy**

More than \$22 billion planned through 2040 \$15.4 billion on Constrained List*

Metro Draft 2018 RTP Projects

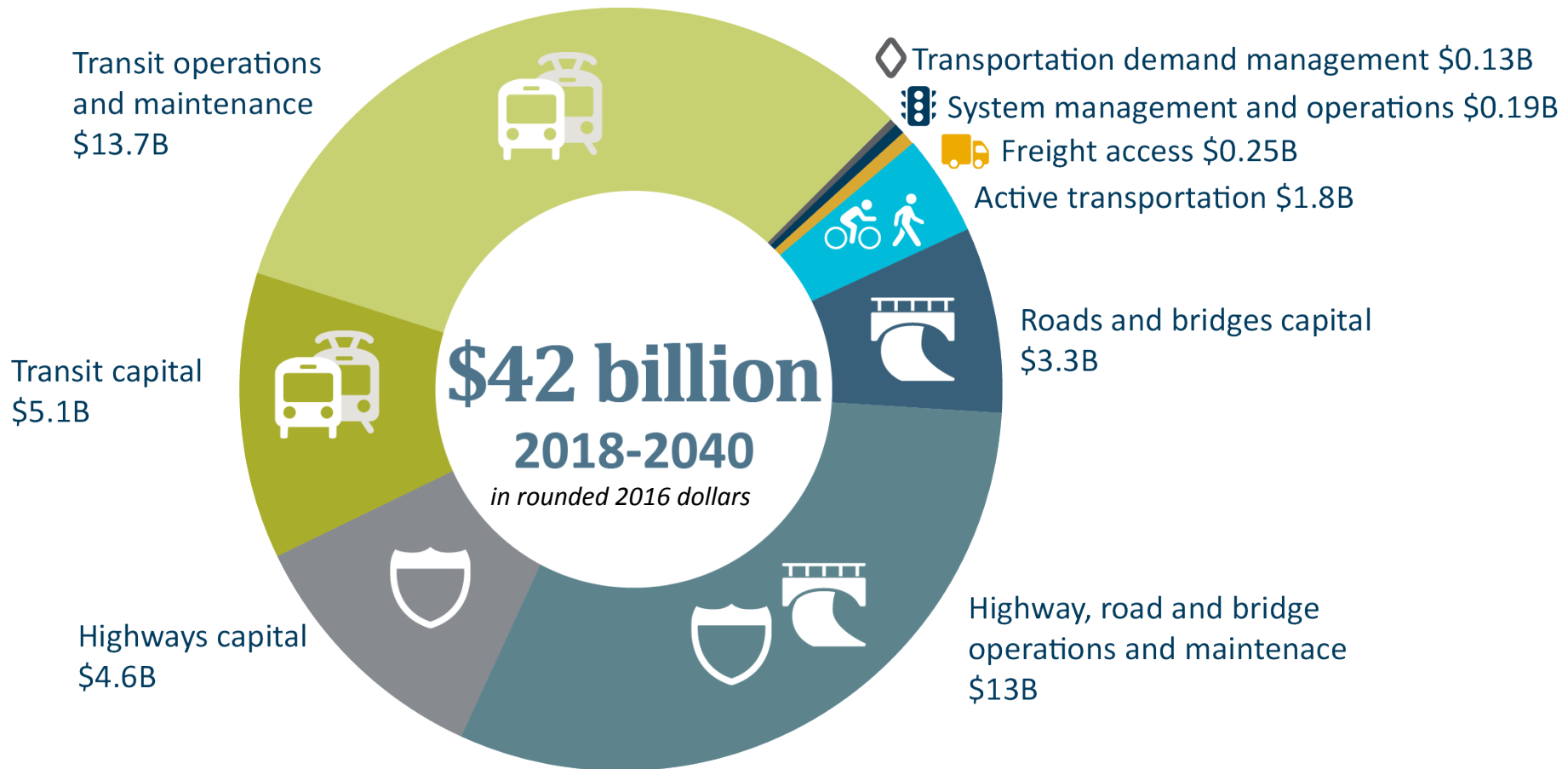


View the interactive map and download proposed projects at oregonmetro.gov/2018projects

* Costs are rounded, and does not reflect transit service operations and road maintenance.

Draft RTP Constrained priorities

Total estimated investment by 2040



Source: Public review draft 2018 Regional Transportation Plan (June 29, 2018)

Public comment period overview

880 online survey participants,
over 2,400 comments

50 letters

207 emails

4 consultation meetings, over
25 participants

7 community members
testified at 8/2 public hearing



Public comment report
and appendices at
oregonmetro.gov/rtp

Remaining TPAC discussion items

1. Integration of green infrastructure and natural resource protection
2. Updated Climate Smart Strategy implementation and evaluation findings



Stafford Basin Natural Area



Ordinance No. 18-1421

Exhibit A – 2018 Regional Transportation Plan (and appendices)

Exhibit B – Regional Framework Plan Amendments

Exhibit C – Summary of Comments and Recommended Changes

Exhibit D – Findings of compliance



PUBLIC REVIEW DRAFT

2018 Regional
Transportation Plan

Resolution No. 18-4894

Exhibit A – 2018 Regional
Transportation Safety
Strategy

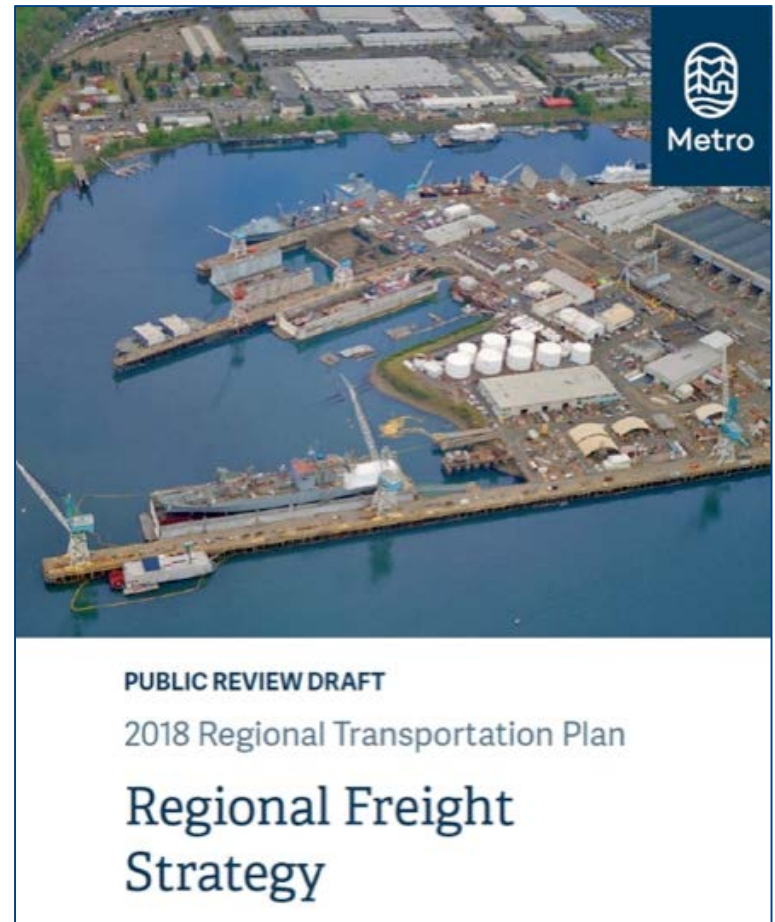
Exhibit B – Summary of
Comments and
Recommended Changes



Resolution No. 18-4893

Exhibit A – 2018 Regional Freight Strategy

Exhibit B – Summary of Comments and Recommended Changes



Resolution No. 18-4892

Exhibit A – 2018 Regional Transit Strategy

Exhibit B – Summary of Comments and Recommended Changes



Resolution No. 18-4869

Exhibit A – 2018 Emerging Technology Strategy

Exhibit B – Summary of Comments and Recommended Changes



Final steps toward adoption

- Oct. 5** TPAC makes recommendation to JPACT
- Oct. 10 and 18** **MPAC and JPACT make recommendations to the Metro Council**
- Nov. 6** **Metro Council discusses recommendations from MPAC and JPACT**
- Nov. 8** **Metro Council holds public hearing on 2018 RTP**
- Dec. 6** **Metro Council holds public hearing and considers adoption of 2018 RTP and strategies**

Implementation

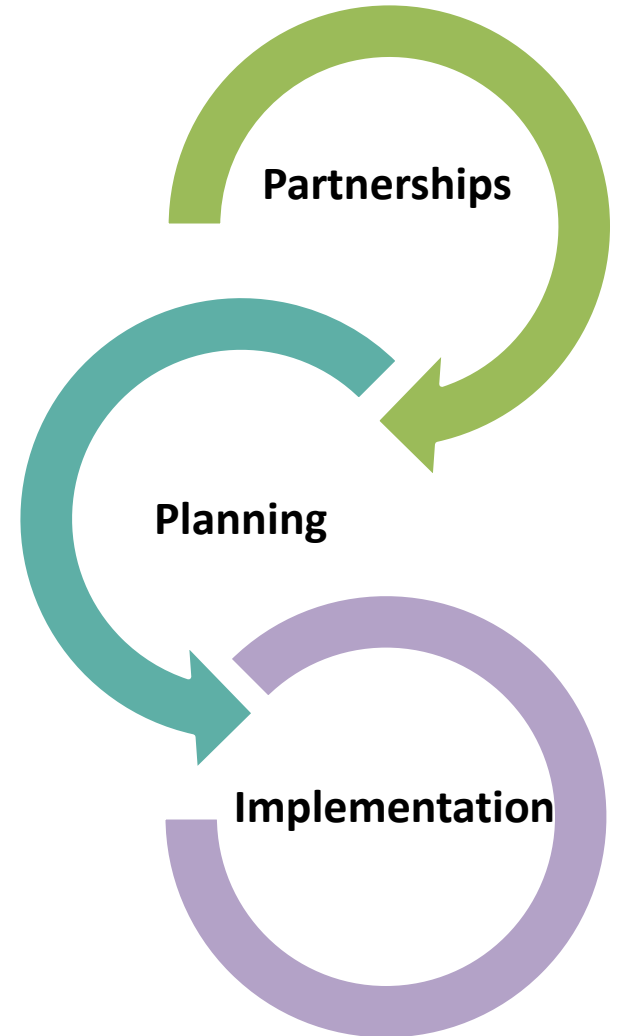
2019

Submit to U.S. DOT and LCDC

Pursue investment dollars through
Legislative session and other efforts

Update RTP amendment process

Develop work plans for regional
mobility policy update and other
region-wide planning efforts



Questions?



2018 Regional Transportation Plan

oregonmetro.gov/rtp

