



600 NE Grand Ave.
Portland, OR 97232-2736

Metro Policy Advisory Committee (MPAC)

agenda

Wednesday, October 10, 2018

5:00 PM

Metro Regional Center, Council chamber

1. **Call To Order, Introductions, Chair Communications (5:00 PM)**
2. **Public Communication on Agenda Items (5:05 PM)**
3. **Council Update (5:10 PM)**
4. **MPAC Member Communication (5:15 PM)**
5. **Consent Agenda (5:20 PM)**
 - 5.1 Consideration of Septebmer 12, 2018 Minutes [18-5099](#)
Attachments: [September 12, 2018 Minutes](#)
6. **Information/Discussion Items**
 - 6.1 Southwest Corridor Equitable Development Strategy and Light Rail Update (5:20 PM) [COM](#) [18-0173](#)
Presenter(s): Brian Harper, Metro
Chris Ford, Metro
Attachments: [MPAC Worksheet](#)
[Southwest Corridor Steering Committee Preferred Alternative](#)
[Southwest Corridor Light Rail Project Newsletter](#)
[Southwest Corridor Equitable Development Strategy summary](#)
 - 6.2 2030 Regional Waste Plan (5:50 PM) [COM](#) [18-0175](#)
Presenter(s): Marta McGuire, Metro
Matt Korot, Metro
Attachments: [MPAC Worksheet](#)
[Regional Waste Plan Update](#)
[Regional Waste Plan Draft Actions Packet](#)

7. **Action Items**

- 7.1 MPAC Recommendation to Metro Council on Adoption of
2018 RTP and Strategies for Freight, Transit, Safety and
Emerging Technology (6:20 PM)

[COM](#)
[18-0174](#)

Presenter(s): Elissa Gertler, Metro
Kim Ellis, Metro

Attachments: [MPAC Worksheet](#)
[Ordinance 18-1421](#)
[Exhibit A to Ordinance No.18-1421](#)
[Exhibit B to Ordinance No. 18-1421](#)
[Exhibit C to Ordinance No. 18-1421](#)
[Resolution No. 18-4892](#)
[Resolution No. 18-4893](#)
[Resolution No. 18-4894](#)
[Resolution No. 18-4869](#)
[Final Public Comment Period Summary](#)

8. Adjourn (7:00 PM)

Upcoming MPAC Meetings

- *Wednesday, October 24*
- *Wednesday, November 14*
- *Wednesday, November 28*

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2018 MPAC Work Program *as of 9/28/2018*

Items in italics are tentative

<p><u>Wednesday, October 10, 2018</u></p> <ul style="list-style-type: none"> • Southwest Corridor Equitable Development Strategy and Light Rail Update (Chris Ford and Brian Harper, Metro; 30 min) • MPAC Recommendation to Metro Council on Adoption of 2018 RTP and Strategies for Freight, Transit, and Safety (Kim Ellis, Metro; 45 min) • 2030 Regional Waste Plan – Information/Discussion (Marta McGuire and Paul Slyman, Metro; 30 min) 	<p><u>Wednesday, October 24, 2018</u></p>
<p><u>Wednesday, November 14, 2018</u></p> <ul style="list-style-type: none"> • <i>Construction Excise Tax Discussion (Elissa Gertler, Metro; 30 min)</i> <p><u>November 13-15:</u> Association of Oregon Counties Annual Conference, Eugene, OR</p>	<p><u>Wednesday, November 28, 2018</u></p> <ul style="list-style-type: none"> • <i>Parks and Nature Bond Framework Discussion (Jon Blasher and Heather Nelson Kent, Metro; 45 min)</i> • <i>Metro Housing Bond Next Steps (TBD; 45 min)</i>
<p><u>Wednesday, December 12, 2018</u></p> <p>MPAC Year in Review (TBD; 10 min)</p>	<p><u>Wednesday, December 26, 2018</u> – cancelled</p>



600 NE Grand Ave.
Portland, OR 97232-2736
oregonmetro.gov

METRO POLICY ADVISORY COMMITTEE (MPAC)

Meeting Minutes

September 12, 2018

Metro Regional Center, Council Chamber

MEMBERS PRESENT

Steve Callaway
Sam Chase
Amanda Fritz
Mark Gamba
Jeff Gudman
Kathryn Harrington
Gordon Hovies
Peter Truax
Mark Watson

Jerry Hinton
Martha Schrader (Chair)
Steve Callaway
Linda Glover
Don Trotter
Ed Gonke
Betty Dominguez
Luis Nava

ALTERNATES PRESENT

John Griffiths

Bob Terry
Gretchen Buehner
Carrie MacLaren
Theresa Kohlhoff
Jennifer Donnelly

MEMBERS EXCUSED

Denny Doyle
Loretta Smith

AFFILIATION

City of Hillsboro, Largest City in Washington County
Metro Council
City of Portland
City of Milwaukie, Other Cities in Clackamas County
City of Lake Oswego, Largest City in Clackamas County
Metro Council
Tualatin Fire and Rescue, Special Districts in Washington County
City of Forest Grove, Other Cities in Washington County
Hillsboro School District Board of Directors, Governing Body of a School District
City of Gresham, Second Largest City in Multnomah County
Clackamas County
City of Hillsboro, Largest City in Washington County
City of Vancouver
Clackamas County Fire District #1, Special Districts in Clackamas County
Citizen of Clackamas County
Metro Council
Citizen of Washington County

AFFILIATION

Tualatin Hills Park & Recreation District, Special Districts in Washington County
Washington County
City of King City, Other Cities in Washington County
Oregon Department of Land Conservation and Development
City of Lake Oswego, Largest City in Clackamas County
Oregon Department of Land Conservation and Development

AFFILIATION

City of Beaverton, Second Largest City in Washington County
Multnomah County

OTHERS PRESENT: Colin Cooper, Laura Weigel, Jeff Owen, Kelly Ross, Jennifer Hughes, Chris Deffebach, Tom Armstrong, Linda Glover, Lindsey Shafar, Matt Ferrie-Smith, Katherine Kelly, Shelby Polake, Adam Barber, Jonathan Schlueter

STAFF: Ernest Hayes, Ramona Perrault, Sara Farrokhzadian, Megan Gibb, Rebecca Hamilton, Tom Hughes, Ted Reid, Martha Bennett, and Sima Anekonda

1. CALL TO ORDER, SELF INTRODUCTIONS, CHAIR COMMUNICATIONS

MPAC Chair Martha Schrader called the meeting to order at 5:03 PM.

2. PUBLIC COMMUNICATIONS ON AGENDA ITEMS

Matt Ferris Smith—stated that he was a resident of the Metro region and urged MPAC to look critically at the four UGB expansion proposals. He said that Metro underwent a thoughtful decision making process, but was concerned over the apartment bans in the proposals. He said that these bans did not add housing. Mr. Smith said that he was disappointed that each proposal did not include multifamily housing. He disagreed with the COO recommendation and stated that multifamily housing was not expensive given that land was shared. He cited that the COO recommendation stated that multifamily housing did not include certain amenities such as storage units. He said that providing housing to low income individuals was more important than such amenities. He recommended MPAC reject each of the UGB expansion proposals.

3. COUNCIL UPDATE

Councilor Sam Chase provided an update on Metro acquisitions for open space lands. He mentioned the Clackamas Bluff's acquisition, wherein Metro acquired 100 acres. He stated that there were about 263 wildlife species in that area. He said that initial restorations efforts would remove various invasive species such as ivy and holly.

Councilor Chase relayed that the food scrap administrative rules public comment period was open. Metro drafted administrative rules to guide the implementation of the business food scraps separation policy. Councilor Chase said it was adopted by the Council on July 26th and mentioned that the public comment period would be open until September 28th. He added that public hearing on the draft would be held on September 26th.

Councilor Chase announced that Metro was undergoing a process to bring parks and natural areas under compliance with the American with Disabilities Act (ADA). He said the playgrounds, trails, parking, restrooms, and more would be redeveloped to comply with ADA regulations.

Councilor Chase said that the Killin Wetlands Nature Park opening would taking place on Saturday, September 22nd.

4. MPAC MEMBER COMMUNICATION

There were none.

5. CONSENT AGENDA

MOTION: Councilor Jeff Gudman moved and Councilor Betty Dominguez seconded to approve the consent agenda.

ACTION: With all in favor, the motion passed.

6. INFORMATION/DISCUSSION ITEMS

6.1 2018 Urban Growth management Decision: Recommendations to the metro Council

Key elements of the presentation included:

Ms. Martha Bennett contextualized Metro's UGB as a product of city planning in the 1970s. She said Oregon experienced rapid growth in the 1970s which caused individuals to become concerned over valuable farm and forest land. She stated that these sentiments lead the Metro area to develop a separation between urban and natural areas. She also noted that creating separate urban growth boundaries would lead cities to expand into one another.

Ms. Bennett said that the Metro Council engaged with developers and local officials in an effort to learn from previous decisions to not expand the UGB. She said that while analyzing the process, Metro looked at the numbers associated with the plans and considered how to tangibly accommodate growth. She identified three major factors which effected a jurisdictions ability to accommodate new growth: 1) the ability to plan and make predictable development decisions; 2) development and infrastructure finance; and 3) the ability to know where the markets wanted to go.

Ms. Bennett expressed excitement over the recommendation to expand all four of the urban growth boundaries. She stated that innovation took advantage of previous work centered on the urban reserves. She said that growth management would protect valuable resource lands and would prepare Metro to accommodate more people. She iterated that the expansion would be used as a next step.

Mr. Ted Reid stated the UGB expansion would only produce jobs or housing if governance, infrastructure and markets were addressed. He reminded MPAC of the old decision making process which mostly focused on numbers and land. Mr. Reid said that this system failed to encourage housing and job development. He described the system used to create the COO

recommendation which utilized the following: the agreed upon urban reserves, a concept plan requirement, and a consideration of the outcomes of each proposal.

Mr. Reid highlighted MPAC's work in considering these proposals. He expressed how MPAC has assisted in technical matters and identified various topics MPAC engaged in over the last few years. He referenced the City Readiness Advisory Group which provided outside perspectives on each of the city proposals.

Ms. Bennett considered whether development in the existing center would support supply of housing and the 2040 growth concept. She assured that, although four areas would be added, most of the development would be concentrated in the existing centers and corridors. She stated that the recommendation considered whether the proposals would allow for development in the agreed upon areas. She also stated the recommendation took into account whether there was a variety of housing types. She expressed that the UGM would help supply market rate housing and stated that market supply would not address deeply affordable housing needs.

Ms. Bennett summarized that her recommendation allowed for the expansion of all four cities as they met policy objectives. She emphasized that these proposals would supply a mixture of housing types when considered together. She highlighted these expansion areas addressed 5% of housing the region would need in the future.

Ms. Elissa Gertler spoke to a number of concerns raised in regards to the expansion. She cited that there were criticisms that the UGB extension only dealt with residential land and did not consider areas for employment opportunities. She remarked that there was a need for jobs in this area. Ms. Gertler stated that the COO recommendation advised that there be a body of work which pursued employment land in 2019.

Ms. Gertler also recommended that the 2040 growth plan be reevaluated with a modern perspective. She said that convening again in 2019 would allow Metro to map out how the next 20 years would look. She acknowledged that when the 2040 plan was created, marginalized populations were not involved. She emphasized the need to include these groups when reevaluating the plan.

Mr. Reid reviewed the decision making timeline wherein direction to staff by resolution would occur on September 20th and 27th and by ordinance on December 6th and 13th.

Member discussion included:

- Mayor Mark Gamba supported the UGB expansion for each city. He stated that the expansion provided an opportunity to design a livable community. He discussed his work creating a climate action plan surrounding single family housing and added that the expansion would develop areas in a sustainable way. Mayor Gamba spoke to the opportunity to create new neighborhoods in the expanded areas. He elaborated

on the planning challenges in areas that did not have many green fields or consisted mostly of single family housing. He highlighted that if these expansions were granted, then expanding in the future would be less expensive. Mayor Gamba said that these newer neighborhoods would be more walkable and therefore more environmentally friendly.

- Commissioner Amanda Fritz recommended that the four cities be granted their desired expansions. She stated that Portland added more housing units which provided the opportunity to reanalyze zoning processes. Commissioner Fritz then gave insights into Airbnb usages in Portland, stating that only 22% of these short term rental units had permits. She also stated that 21% of these were accessory dwelling units. Commissioner Fritz expressed concern over the condition of approval over these accessory dwelling units. She voiced apprehension over commercializing single family neighborhoods and urged MPAC to get a handle on the short term rental housing market. She discussed how Portland changed their system development charges for the new units so individuals paid less for smaller units. She said that this was a good way of providing incentives for smaller housing.
- Mr. John Griffiths asked about Metro's expectations of development in the preexisting UGBs for cities requesting an expansion. Ms. Bennett stated that previous development occurred within a city's UGB even after being given an expansion. She said that there was sufficient land to accommodate future growth. She noted that adding land did not necessarily lead to development since cities needed to be willing to govern the new area. She assured this process would be revisited in 6 years to ensure planning for future was effective.
- Mayor Peter Truax responded to Commissioner Fritz's comments and stated that the history of UGB expansions was imperfect. He said that Metro learned lessons from previous planning issues. He expressed confidence in how each city proposal was analyzed. He added that Metro was purposeful in ensuring that these plans spoke to their values.
- Mr. Ed Gronke stated that he was at Metro when the 2040 plan was created and agreed with the COO recommendation to revisit it.
- Mayor Steve Callaway stated how Hillsboro encouraged accessible dwelling units and described that Hillsboro did not allow HOA's to regulate them. He stated the partnership with TriMet would increase services to specified areas. He added that he supported the COO recommendation.
- Councilor Dominguez thanked Mr. Gronke for his involvement in the 2040 plan.
- Councilor Jeff Gudman concurred with the improvements and process that was undertaken throughout the consideration of the proposals. He hoped that the Metro Council would consult with appropriate bodies to create region wide recommendations as they related to density. He stated that the region was becoming denser and there needed to be planning which addressed these changes.
- Mr. Don Trotter supported the expectations provided in the COO recommendation provided for each city.
- Commissioner Fritz asked how Metro would enforce the recommendations. Ms. Bennett explained that once the areas were added, there would be more

comprehensive planning to permit development on the sites. She stated that Metro would work collaboratively with different jurisdictions to understand what each city would be willing to do. Ms. Bennett stated that cities would request another expansion in the future and mentioned that the proposals did well to consider the regional vision. Commissioner Fritz expressed concern over the reliance on accessory dwelling units. She wondered what kinds of additional conditions could be added to encourage more holistic communities. Councilor Harrington said that discussions with the COO ensured there would be a resolution. Councilor Chase reiterated that it was time to listen to recommendations in order to develop more missing middle strategies.

- Commissioner Fritz asked if it was the intent of the Metro Council to review the comprehensive plan. Mr. Reid stated that Metro staff participated in the local planning effort on technical advisory groups. He stated that Metro's work was to push best practices. Commissioner Fritz recommended that jurisdictions concurrently show how they would increase density while adding the new units. Ms. Bennett asserted that jurisdictions completed that work. She also mentioned Hillsboro for their downtown redevelopment and stated that expansions areas helped create more complete communities.
- Mayor Callaway remarked that industrial lands were not addressed in the report and he recommended that economic professional be brought in to discuss this. Councilor Harrington stated that a body of individuals spoke to this a few months earlier. She added the UGR would be informed by the Metro Area Industrial Site Readiness Update. Councilor Harrington explained that MPAC looked at the trends for employment in relation to industry and utilized global and domestic forecasts. She highlighted that future COO recommendations would improve with each cycle. Councilor Chase added that it was important to consider future job growth in all sectors. He stated that Metro along with the Port of Portland was funding a study which evaluated uses of regional workforce lands.
- Commissioner Bob Terry read a statement from Washington County. He remarked that Washington County supported the expansion of all four cities. Commissioner Terry read that Washington County acknowledged the need for affordable and single family housing. Commissioner Terry's statement expressed disappointment in Metro's 20-year employment forecast. He relayed that Washington County recommended that MPAC and Metro delay making a decision on regional employment needs until more research was conducted. He indicated that Washington County supported the COO recommendation to revisit Metro's 2040 Growth Concept. Commissioner Terry identified inconsistencies with previous work done on employment projections and emphasized the need for an industrial workforce. His statement provided suggestions on affordable housing and density. Commissioner Terry identified concerns regarding sustainability and the environment. He also addressed other reports which suggested that the expansion not be granted. Councilor Dominguez concurred with Commissioner Terry's comments. She said that was a topic that would be addressed in the future. She added that the meeting was to discuss the COO recommendation and residential lands.

- Mayor Callaway addressed Councilor Harrington’s earlier comments and stated that it would still be worthwhile to revisit industrial lands. He added that it he wanted to move forward with the residential recommendation.
- Commissioner Schrader said that this consideration process was structured and added how Councilor Harrington contributed to its success. She spoke to concerns regarding housing affordability and the workforce. She emphasized that as communities move forward, there should be an in depth look at their mission. She stated that many cities looked at single family housing and spoke to the importance of meeting larger regional needs such as density. Commissioner Schrader agreed that it would be important to reexamine the changing economy in 2019. She was interested in learning of underlying assumptions and manufacturing.

MOTION: Mayor Truax moved and Councilor Gudman seconded, to recommend adoption of the COO recommendation on the UGB expansion to the Metro Council

Action: With all in favor, the motion passed.

7. ADJOURN

MPAC Chair Doyle adjourned the meeting at 6:59 PM.

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 SEPTEMBER 12, 2018

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT NO.
6.1	Presentation	9/12/18	Urban Growth Management Decision: Chief Operating Officer recommendations	091218m-01

MPAC Worksheet

Agenda Item Title: Southwest Corridor Plan update

Presenter: Chris Ford, Metro
Brian Harper, Metro

Contact for this worksheet/presentation: Chris Ford, chris.ford@oregonmetro.gov

Purpose/Objective

The purpose of this presentation is to update MPAC members on the status of the SW Corridor Plan and the milestones in the definition of a light rail project to expand the region's MAX system to serve Bridgeport Village in Tualatin, downtown Tigard and Southwest Portland.

Action Requested/Outcome

Staff are not requesting any action by MPAC. This is an informational item.

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

Since MPAC was last briefed on the SW Corridor Plan, the project has completed a Draft Environmental Impact Statement and the Southwest Corridor Steering Committee has recommended a Locally Preferred Alternative for the Light Rail route. The LPA identifies the light rail route, stations and terminus and will be considered by the Metro Council in November 2018.

Metro was also awarded a Federal Transit Administration Equitable Transit-Oriented Development Grant to produce an Equitable Development Strategy. This strategy will define efforts to ensure that individuals and families can continue to live, work and thrive in the Southwest Corridor as we invest in a [proposed 12-mile MAX light rail](#) line from downtown Portland to Tigard and Tualatin, along with walking, biking and roadway projects to help people access stations. This means making sure SW Corridor neighborhoods have:

- different choices for where to live for people of all incomes
- a range of jobs for people of all backgrounds
- learning opportunities that prepare people for those jobs
- wages that support people's desire to live and work in the corridor.

What packet material do you plan to include?

A newsletter summarizing the light rail preferred alternative, next steps and project timeline.
A summary of the SW Corridor Equitable Development Strategy project.



Southwest Corridor Light Rail Project

Steering Committee Preferred Alternative Report

1. RECOMMENDATION

This report presents the Southwest Corridor Steering Committee’s recommended Preferred Alternative for the proposed Southwest Corridor light rail project. The Preferred Alternative must include the transit mode (light rail), route, stations and termini.

Summary of alignment chosen

This recommendation represents a commitment to identifying a cost-effective transit project that extends from downtown Portland to Bridgeport Village and meets the adopted project Purpose & Need. It is based on the project staff recommendation, analysis documented in the *Southwest Corridor Light Rail Project Draft Environmental Impact Statement (EIS)*, input from the public and agencies, and also takes into consideration the Federal Transit Administration’s (FTA) rating criteria for large transit projects.

The recommended Preferred Alternative is shown on Figure 1 and includes the following alternatives and refinements described in the Draft EIS:

- Alternative A1, Barbur
- Alternative B2, I-5 Barbur Transit Center to 60th
 - Refinement 2, Taylors Ferry I-5 Overcrossing, which modifies Alternative B2*
 - Refinement 4, Barbur Undercrossing, which modifies Alternative B2
- Alternative C2, Ash to Railroad
 - Refinement 5, Elmhurst, which modifies Alternative C2
 - Refinement 6, Tigard Transit Center Station East of Hall, which modifies Alternative C2

*The committee recommends a preference for Refinement 2, but with Alternative B2 as studied in the Draft EIS, or a modification of either, remaining in consideration.

In addition, the committee directs staff to continue to work together to evolve and finalize the work plan for further design and environmental review, keeping members of this or a subsequent steering committee informed on its progress and contents. If the design and environmental review finds a “fatal flaw” with any project component, staff will present the issue to TriMet’s future project steering committee for guidance.

This Preferred Alternative would provide a number of benefits to the SW Corridor and the Portland region. These include:

- Providing a reliable, fast travel option between Bridgeport, Tigard, SW Portland and downtown Portland that will maintain its travel time even as the population grows by 70,000 in the corridor by 2035.
- Serving a projected 43,000 average weekday riders in 2035.
- Carrying 1 in 5 southbound commuters leaving downtown Portland in the PM peak in 2035.
- Connecting existing and future jobs and homes, along with Portland State University (PSU), Oregon Health & Science University (OHSU), National University of Natural Medicine (NUNM) and Portland Community College-Sylvania (PCC).
- Providing a new transit “backbone” for the local bus system in southeastern Washington County, including new transit centers and park and rides to enable people to easily switch between travel modes.
- Creating a new pedestrian connection to the jobs, medical services and educational opportunities on Marquam Hill at OHSU, the Veterans Administration and Shriners hospitals.
- Creating an improved bike and pedestrian link to PCC Sylvania campus and a quick shuttle connection between the campus and MAX.
- Building a shared transitway in South Portland to allow buses from Hillsdale to bypass congestion to more quickly reach downtown Portland, and vice versa.
- Building continuous sidewalks and bike lanes where light rail would be located within an existing roadway, such as on SW Barbur Boulevard and SW 70th Avenue.
- Creating the required transportation infrastructure to support local and regional plans such as the Tigard Triangle Strategic Plan, Barbur Concept Plan and 2040 Growth Concept. These plans aim to accommodate continued population and job growth without a proportionate increase in traffic congestion by supporting transit-oriented development.

Implications

The Preferred Alternative will be evaluated in the Final EIS, which will document the significant beneficial and adverse effects of the project, commit to mitigation strategies and document their effects, and respond to comments submitted on the Draft EIS. Appropriate review and analysis of the Preferred Alternative will also be undertaken under Sections 106, 4(f), 6(f) and 7, which address historic resources, parks and endangered species.

This recommendation would end further analysis of Alternatives A2-BH (Naito with Bridgehead Reconfiguration), A2-LA (Naito with Limited Access), Design Refinement 1, B1 (Barbur), B3 (I-5 26th to 60th), B4 (I-5 Custer to 60th), C1 (Ash to I-5), C3 (Clinton to I-5), C4 (Clinton to Railroad), C5 (Ash and I-5 Branched) and C6 (Wall and I-5 Branched), as well as Refinement 3 (I-5 Undercrossing). This recommendation would also end further work on aspects of Alternative B2: a new light rail bridge near the Portland/Tigard city boundary crossing over I-5 and Pacific Highway to enter the Tigard Triangle, and

traveling adjacent to SW Atlanta Street to connect to SW 70th Avenue; and of Alternative C2: the east-west alignments along SW Beveland Street and SW Ash Avenue.

Further action recommended

In preparation for the Final EIS, the Steering Committee directs staff to continue work to identify ways to avoid, minimize, or mitigate the adverse effects documented in the Draft EIS, including:

- The relocation of households and businesses along the alignment. TriMet will update designs to avoid or minimize property effects but when that is not possible then property owners, tenants and businesses will receive fair market financial compensation and relocation assistance.
- Increased traffic congestion and queuing at several locations throughout the corridor. Additional traffic analysis will be performed where necessary, including at highway ramp terminals, park and ride accesses, and at-grade light rail crossings of streets. Specific locations may include:
 - South Portland in the vicinity of the Bridgehead Reconfiguration
 - The Barbur/Bertha/I-5 off-ramp
 - The Crossroads area in the vicinity of Refinement 2
 - Downtown Tigard in the vicinity of Refinement 6
 - The SW Upper Boones Ferry at-grade crossing area, with consideration of a grade-separate crossing
 - The greater Bridgeport area
- Routing over wetlands and floodplains in Tigard, and the generation of additional storm water runoff. These effects must be mitigated to levels that meet federal and local requirements.
- Various effects on historic resources and public parks, largely in South Portland. These properties receive special federal protection and extra public engagement and analysis will be undertaken on these impacts.
- Tree removal along the route, particularly in Segment A.

Design work on the Preferred Alternative should also address detailed questions relating to station locations and designs, park and rides, station connections and other issues.

The Southwest Corridor Equitable Development Strategy should continue to explore policy options and investments to address the potential for existing and future displacement, including its current funding of pilot programs to promote housing and workforce development options in SW Corridor.

Figure 1
Preferred Alternative: Steering Committee Recommendation

Alignment Alternatives

- Alternative A1: Barbur
- Alternative B2: I-5 Barbur TC to 60th
- Alternative C2: Ash to Railroad

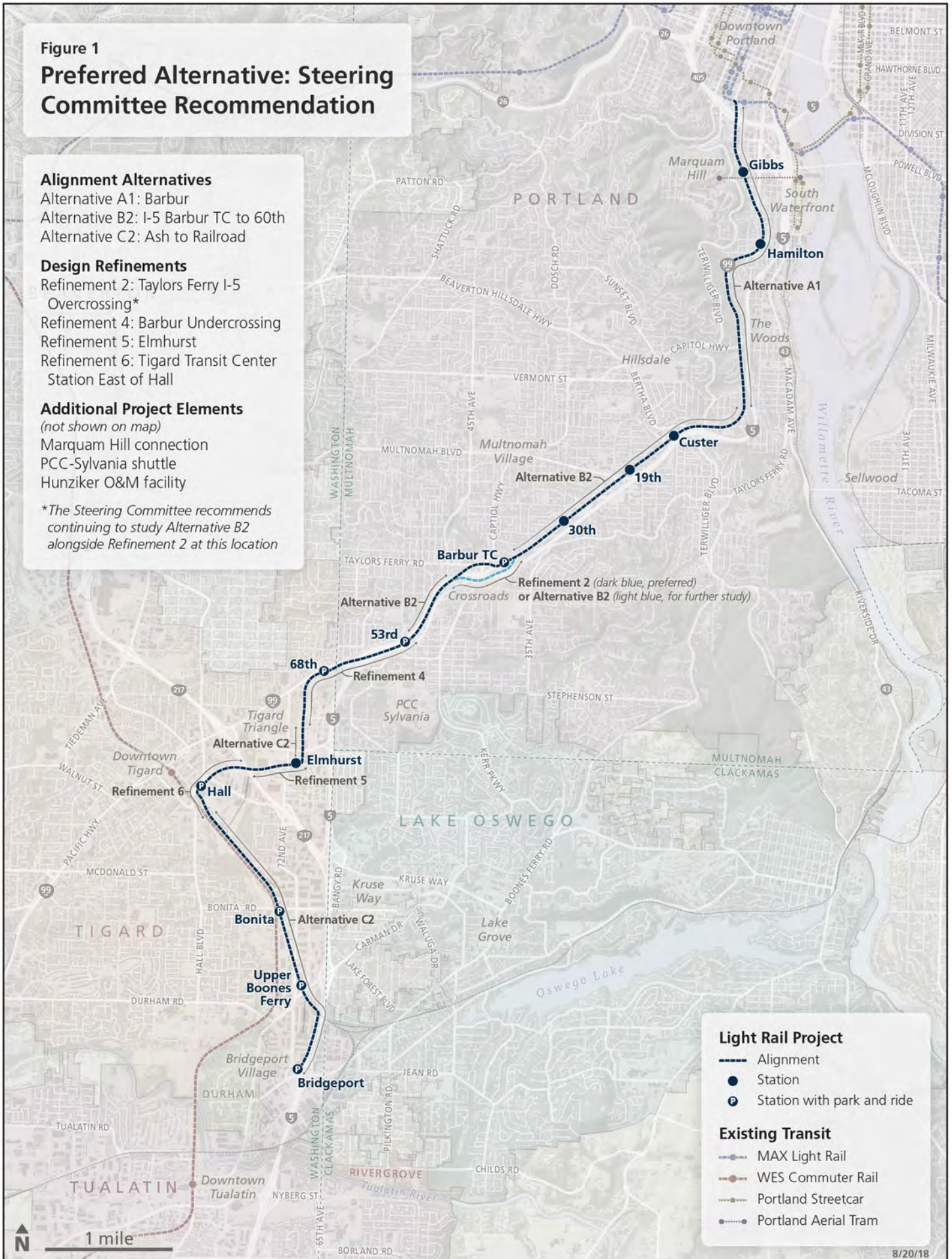
Design Refinements

- Refinement 2: Taylors Ferry I-5 Overcrossing*
- Refinement 4: Barbur Undercrossing
- Refinement 5: Elmhurst
- Refinement 6: Tigard Transit Center Station East of Hall

Additional Project Elements

- (not shown on map)
- Marquam Hill connection
- PCC-Sylvania shuttle
- Hunziker O&M facility

*The Steering Committee recommends continuing to study Alternative B2 alongside Refinement 2 at this location



Light Rail Project

- Alignment
- Station
- Station with park and ride

Existing Transit

- MAX Light Rail
- WES Commuter Rail
- Portland Streetcar
- Portland Aerial Tram

1 mile

2. PREFERRED ALTERNATIVE DESCRIPTION AND RATIONALE

For each of the three segments studied in the Draft EIS, this document describes the recommended Preferred Alternative route, stations and additional project elements; recaps the options removed from further consideration; and explains the rationale for its recommendation.

Segment A: Inner Portland

Description

In Segment A (Inner Portland), which extends from the southern end of the Portland Transit Mall to just north of the intersection of SW Barbur Boulevard and SW Brier Place, the recommended Preferred Alternative includes:

- Alternative A1, Barbur

The Preferred Alternative in Segment A is shown in Figure 2.

Green Line light rail trains would continue from Clackamas County, through downtown Portland and into the Southwest Corridor, with tracks diverging from existing MAX tracks just west of the current Lincoln Station, at SW Fourth Avenue and SW Lincoln Street. It would cross Interstate 405 (I-405) on a new structure east of and parallel to SW Fourth Avenue. The alignment would run along the east side of SW Barbur Boulevard for several blocks, then transition into the center of SW Barbur Boulevard at SW Hooker Street. The alignment would continue running in the center of SW Barbur Boulevard into the Woods area. In this section, the existing Newbury and Vermont viaducts would be replaced by two new bridges that would carry four auto lanes, light rail, and improved bike and pedestrian facilities.

Between this point and through the southern end of Segment A and into Segment B, light rail would continue to travel in the center of SW Barbur Boulevard.

Continuous bicycle and pedestrian facilities would be constructed along the light rail alignment through Segment A and into Segment B, between downtown Portland and the Barbur Transit Center.

Stations

The Preferred Alternative includes the following stations in Segment A:

- Gibbs Station
- Hamilton Station

No park and rides are proposed in Segment A.

Additional Project Elements

The committee recommends the continued consideration of these components of the proposed project:

- Marquam Hill connection to provide access between the Gibbs light rail station to the medical complex on Marquam Hill. This connector will allow pedestrians to reach the South Waterfront district via the Darlene Hooley pedestrian bridge. Multiple options for this connection are

included in the Draft EIS; the committee recommends a public process later in 2018 for the selection of the preferred option to be studied in the Final EIS.

- A shared transitway extending over one mile from downtown Portland on SW Barbur Boulevard, with a stop at SW Gibbs, to improve the speed and reliability of buses traveling between downtown Portland and Hillsdale.

The Steering Committee also recommends the following additional action beyond the proposed light rail project:

- Development of a Ross Island Bridgehead Reconfiguration that includes changes to SW Naito Parkway in coordination with the light rail project, based on the roadway designs in Alternative A2-BH. This separate project would redirect regional traffic away from local neighborhood streets in the South Portland neighborhood, convert SW Naito Parkway to a surface boulevard with at-grade intersections, improve safety for pedestrians and bicyclists, and make nearly three acres of land available for development. It would provide benefits to the region and to a neighborhood that has been historically negatively impacted by transportation investments, and could potentially mitigate some traffic impacts caused by the light rail project.
- Study of the proposed Bridgehead Reconfiguration in the Final EIS for the light rail project.
- Identification of funding sources for non-project-related mitigation portions of the Bridgehead Reconfiguration independent of the light rail project. Cost estimates must be developed.

Options considered and removed from consideration

The following alternatives were considered for Segment A:

- Alternative A2-BH, Naito with Bridgehead Reconfiguration
- Alternative A2-LA, Naito with Limited Access

Both of these alternatives would have routed light rail on SW Naito Parkway instead of on SW Barbur Boulevard south of downtown Portland.

- Refinement 1, East side running in the Woods, which would have constructed a separate light rail structure to avoid the Vermont and Newbury viaducts

Additional alternatives were considered and narrowed by the Steering Committee in project phases completed prior to the initiation of the Draft EIS.

Rationale for selection

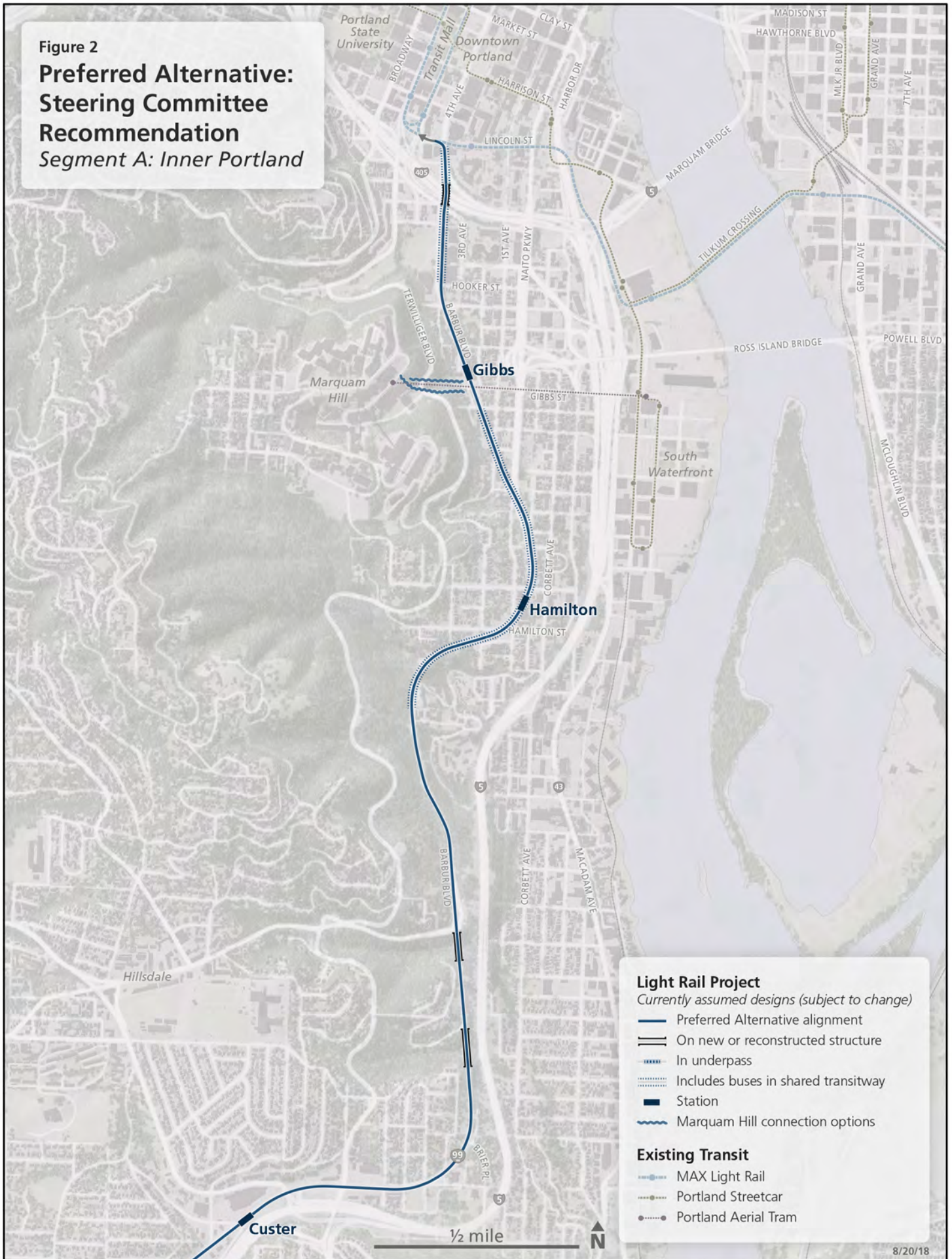
Compared to Alternatives A2-BH and A2-LA, Alternative A1 would:

- Provide faster light rail travel times
- Provide a shorter connection to Marquam Hill
- Result in fewer displacements of residents, businesses and employees and fewer impacts on potentially protected historic resources

Compared to Refinement 1, Alternative A1 would:

- Replace the Vermont and Newbury viaducts, wood structures built in 1934, that compromise the safety of bicyclists and pedestrians due to their narrow widths
- Provide a continuous route for light rail, bicyclists, and pedestrians that would not require an at-grade crossing of northbound SW Barbur Boulevard auto lanes
- Be the result of an agreement between ODOT and City of Portland in which ODOT would contribute funding toward the replacement of the viaducts. This funding could be considered separate from project costs

Figure 2
Preferred Alternative:
Steering Committee
Recommendation
Segment A: Inner Portland



Segment B: Outer Portland

Description

In Segment B, Outer Portland, which extends from SW Barbur Boulevard at SW Brier Place to the intersection of SW 68th Avenue and SW Atlanta Street, just west of the Portland/Tigard city boundary, the recommended Preferred Alternative includes:

- Alternative B2, I-5 Barbur Transit Center to 60th
- Refinement 2, Taylors Ferry I-5 Overcrossing
- Refinement 4, Barbur Undercrossing

The Preferred Alternative in Segment B is shown in Figure 3.

Light rail would operate in the center of SW Barbur Boulevard from the northern end of Segment B until just north of the Barbur Transit Center. At this location, with Refinement 2, light rail would cross the southbound lane of SW Barbur Boulevard at a gated crossing to run north of and parallel to SW Taylors Ferry Road. It would cross SW Capitol Highway at grade before turning south on structure to cross over SW Taylors Ferry Road and I-5 to land between I-5 and SW Barbur Boulevard. If pending analysis of the benefits and impacts of Refinement 2 indicates it would not represent an improvement over Alternative B2, this or the subsequent Steering Committee may recommend replacing Refinement 2 in the Preferred Alternative with Alternative B2 without the refinement, or some other design resulting from continued analysis. Without Refinement 2, light rail would cross the northbound lane of SW Barbur Boulevard at a gated crossing to run between Barbur Transit Center and I-5. It would cross over a new light rail structure crossing I-5, SW Capitol Highway, and SW Barbur Boulevard to land between SW Barbur Boulevard and I-5.

Where SW Barbur Boulevard crosses I-5 (the northern point of the Tigard Triangle), light rail would cross over I-5 on a new parallel structure that would then descend into the space between the I-5 off-ramp and southbound SW Barbur Boulevard/Pacific Highway. The alignment would then cross under Pacific Highway to transition to the southeast side of the roadway just west of SW 65th Avenue. The alignment would accommodate Highway 99W and I-5 planning envelopes and sight distance standards set by ODOT.

Continuous bicycle and pedestrian facilities would be constructed along Barbur Boulevard from Segment A to the Barbur Transit Center.

The Steering Committee recommends further environmental analysis of Refinement 2, with TriMet's future steering committee to determine whether the Final EIS studies Refinement 2, unrefined Alternative B2 or a design variation of either.

Stations and park and rides

The Preferred Alternative includes the following stations and park and rides in Segment B:

- Custer Station
- 19th Station

- 30th Station
- Barbur TC Station and park and ride with up to 825 spaces
- 53rd Station and park and ride with up to 950 spaces
- 68th Station and park and ride with up to 900 spaces (located in overlap of Segments B and C)

Additional Project Elements

The committee recommends the continued consideration of these components of the proposed project:

- 53rd Avenue pedestrian and bicycling improvements between the station and the PCC Sylvania campus
- PCC Sylvania bus shuttle, either between campus and the SW 53rd Avenue Station, or between Barbur Transit Center, PCC Sylvania, and the SW 68th Avenue Station

Options considered and removed from consideration

The following alternatives were considered for Segment B:

- Alternative B1, Barbur, in which the light rail alignment would remain on SW Barbur Boulevard throughout Segment B
- Alternative B3, I-5 26th to 60th, in which light rail would transition from SW Barbur Boulevard to adjacent to I-5 near SW 26th Avenue
- Alternative B4, I-5 Custer to 60th, in which light rail would transition from SW Barbur Boulevard to adjacent to I-5 near SW Custer Street
- Refinement 3, I-5 Undercrossing, in which light rail would cross SW Barbur Boulevard south of the 53rd Station and continue adjacent and east of I-5, until tunneling under I-5 to reach the Tigard Triangle parallel to SW Atlanta Street and connecting to SW 70th Avenue.

Additional alternatives were considered and narrowed by the committee in project phases completed prior to the initiation of the Draft EIS.

Rationale for selection

Compared to Alternatives B3 and B4, Alternative B2 would:

- Offer more accessible and visible station locations
- Include more streetscape and safety improvements to SW Barbur Boulevard
- Result in fewer residential displacements
- Better support the Barbur Concept Plan

Compared to Alternative B1, Alternative B2 would avoid the complex reconstruction of the existing bridge over I-5 at Crossroads. The committee believes Alternative B1 to be largely infeasible and undesirable for reasons not described in the Draft EIS, namely that the Barbur/Capitol bridge over I-5

would need to be reconstructed as the existing structure is not strong enough for light rail trains. The reconstructed bridge would likely:

- Be rebuilt to be higher to meet current clearance standards and thus create challenges with adjacent property accesses as the elevation of streets immediately adjacent to the structure would also need to be raised. Bike and pedestrian connectivity and safety issues would not be resolved and may be exacerbated.
- Result in a multiple year closure of SW Capitol Highway (Highway 10) and SW Barbur Boulevard
- Require supports (the current structure is a free span), necessitating the widening of I-5 for a length in each direction, which could result in reconstruction of existing on and off ramps, and may trigger a federal requirement for a full interchange at current standards. These resultant effects would significantly increase the financial cost and adverse effects of the project.

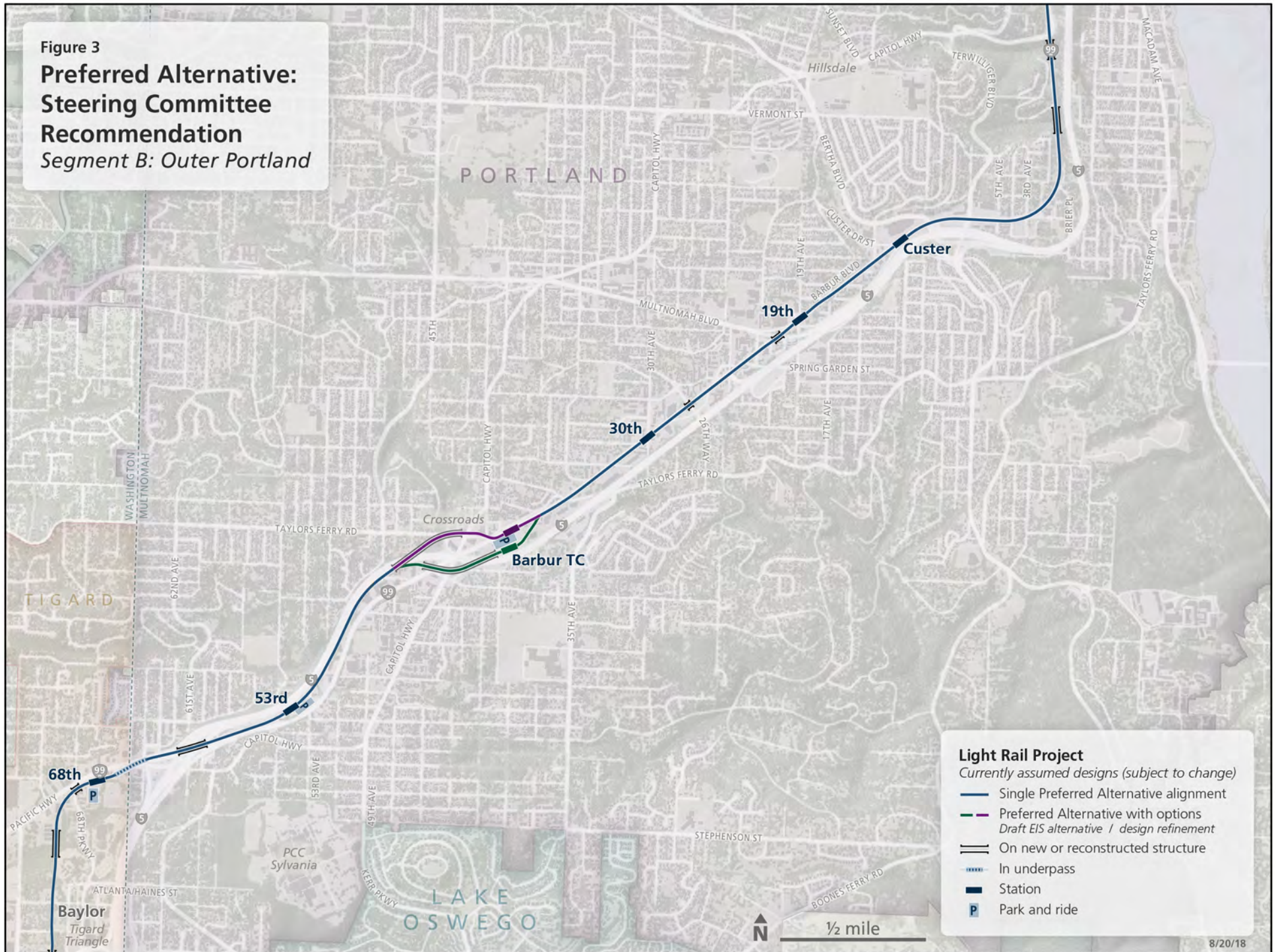
Refinement 2 would, in comparison to Alternative B2 as designed:

- Reduce construction impacts on I-5 by providing a shorter light rail bridge
- Reduce visual impacts because the bridge over I-5 would be lower as it would not cross over SW Barbur Boulevard or SW Capitol Highway
- Reduce costs

Refinement 4 would, in comparison to both Alternative B2 as designed and Refinement 3:

- Result in a faster travel time for transit passengers
- Lower capital costs
- Reduce visual impacts by providing a shorter light rail bridge
- Reduce construction-period traffic impacts on I-5
- Shift the Baylor Station and park and ride to SW 68th Avenue near OR-99W, improving station spacing and park and ride access, and increasing ridership

Figure 3
Preferred Alternative:
Steering Committee
Recommendation
Segment B: Outer Portland



Light Rail Project
Currently assumed designs (subject to change)

- Single Preferred Alternative alignment
- Preferred Alternative with options
Draft EIS alternative / design refinement
- On new or reconstructed structure
- In underpass
- P Station
- P Park and ride

North arrow and scale bar: 1/2 mile

Segment C: Tigard and Tualatin

Description

In Segment C, which extends from the intersection of SW 68th Place and Pacific Highway to Bridgeport Village in Tualatin, the recommended Preferred Alternative includes:

- Alternative C2, Ash to Railroad
- Refinement 5, Elmhurst
- Refinement 6, Tigard Transit Center Station East of Hall

The Preferred Alignment in Segment C is shown in Figure 4.

This combination of Alternative C2 and refinements represents a Through-Routed alignment direct to Bridgeport Village, and ends consideration of a Branched alignment with separate branches to downtown Tigard and to Bridgeport Village. For more details, see Chapter 2 of the Draft EIS.

From the southeast side of SW Barbur Boulevard near SW 68th Avenue, a new curved light rail bridge would connect to the Tigard Triangle, via a light rail-only bridge over 68th Avenue, with a north-south alignment bridge over Red Rock Creek connecting to SW 70th Avenue at SW Atlanta Street. Between SW Atlanta Street and SW Elmhurst Street, light rail would operate along the SW 70th Avenue right-of-way, which would include bicycle and pedestrian facilities, and cross over SW Dartmouth Street on structure.

The alignment would turn west from SW 70th Avenue onto SW Elmhurst Street, with a station between SW 70th Avenue and SW 72nd Avenue. The alignment would continue west to cross SW 72nd Avenue at grade, before elevating to cross over Highway 217 on a light rail-only bridge toward downtown Tigard. Upon reaching the ground west of Highway 217, the alignment would turn southwest and cross SW Hunziker Street at grade in the vicinity of SW Knoll Drive and travel along the east side of SW Hall Boulevard to reach a station, which would include a bus transfer area and new park and ride.

From this new transit center east of Hall, light rail would turn to the southeast and travel adjacent to the freight rail and WES Commuter Rail tracks. Light rail would be on a structure between just south of SW Tech Center Drive and just south of SW Bonita Road to avoid a freight rail spur track and SW Bonita Road, resulting in an elevated station at SW Bonita Road. The alignment would continue adjacent to the railroad at grade and cross SW 72nd Avenue and SW Upper Boones Ferry Road with at-grade gated intersections. The route would approach I-5 about 0.25 mile south of SW Upper Boones Ferry Road before turning south to pass over the railroad on structure toward the terminus at SW Lower Boones Ferry Road near Bridgeport Village.

Continuous bicycle and pedestrian facilities would be constructed along the light rail alignment where it is on SW 70th Avenue south of Red Rock Creek, and potentially in other locations as well.

The alignment would accommodate Highway 99W and I-5 planning envelopes and sight distance standards set by ODOT.

Stations and park and rides

The Preferred Alternative includes the following stations and park and rides in Segment C:

- 68th Station and park and ride with up to 900 spaces (located in overlap of Segments B and C)
- Elmhurst Station
- Hall Station and park and ride with up to 300 spaces
- Bonita Station and park and ride with up to 100 spaces
- Upper Boones Ferry Station and park and ride with up to 50 spaces
- Bridgeport Station and park and ride with up to 950 spaces

Additional Project Elements

- An operations and maintenance facility to the southeast of the Hall station, between SW Hunziker Street and the WES/freight tracks

Options considered and removed from consideration

The following alternatives were considered for Segment C:

- Alternative C1, Ash to I-5, in which light rail would diverge from the railroad right of way near SW Landmark Lane south of downtown Tigard to reach I-5 and operate adjacent to I-5 to Bridgeport Village
- Alternative C3, Clinton to I-5, in which light rail would utilize a bridge extending from SW Clinton Street in the Tigard Triangle to downtown Tigard
- Alternative C4, Clinton to Railroad, in which light rail would be routed as Alternative C1 south of downtown Tigard and as Alternative C3 between the Tigard Triangle and downtown Tigard
- Alternative C5, Ash and I-5 Branched, in which light rail service would branch in the southern Tigard Triangle, with some trains using SW Ash Avenue to terminate in downtown Tigard, and some trains continuing along an adjacent to I-5 alignment to terminate at Bridgeport
- Alternative C6, Wall and I-5 Branched, in which light rail service would branch in the southern Tigard Triangle, with some trains using SW Wall Street to terminate in downtown Tigard, and some trains continuing along an adjacent to I-5 alignment to terminate at Bridgeport

Additional alternatives were considered and narrowed in project phases completed prior to the initiation of the Draft EIS.

Rationale for selection

Compared to Alternatives C5 and C6, which would branch service in the Tigard Triangle and have one terminus in downtown Tigard and one terminus in Bridgeport Village, C2 would:

- Provide better Tigard-Tualatin connectivity and better transit service in Downtown Tigard
- Have lower operating costs, resulting in more cost-effective light rail operations and allowing more local bus service in the corridor

Compared to C3 and C4, which would use an alignment on SW Clinton Street, C2 would:

- Provide an additional light rail station in the Tigard Triangle
- Result in higher ridership
- Better support the Tigard Strategic Plan
- Avoid a critical traffic impact at SW Hall Boulevard near Highway 99W

Compared to C1 and C3, which would operate a through route along I-5, C2 would:

- Provide faster service with faster travel times
- Result in fewer impacts to businesses and employees

Refinement 5 would:

- Avoid impacts to businesses on SW Beveland Street
- Result in faster travel times and increased ridership

Refinement 6 would:

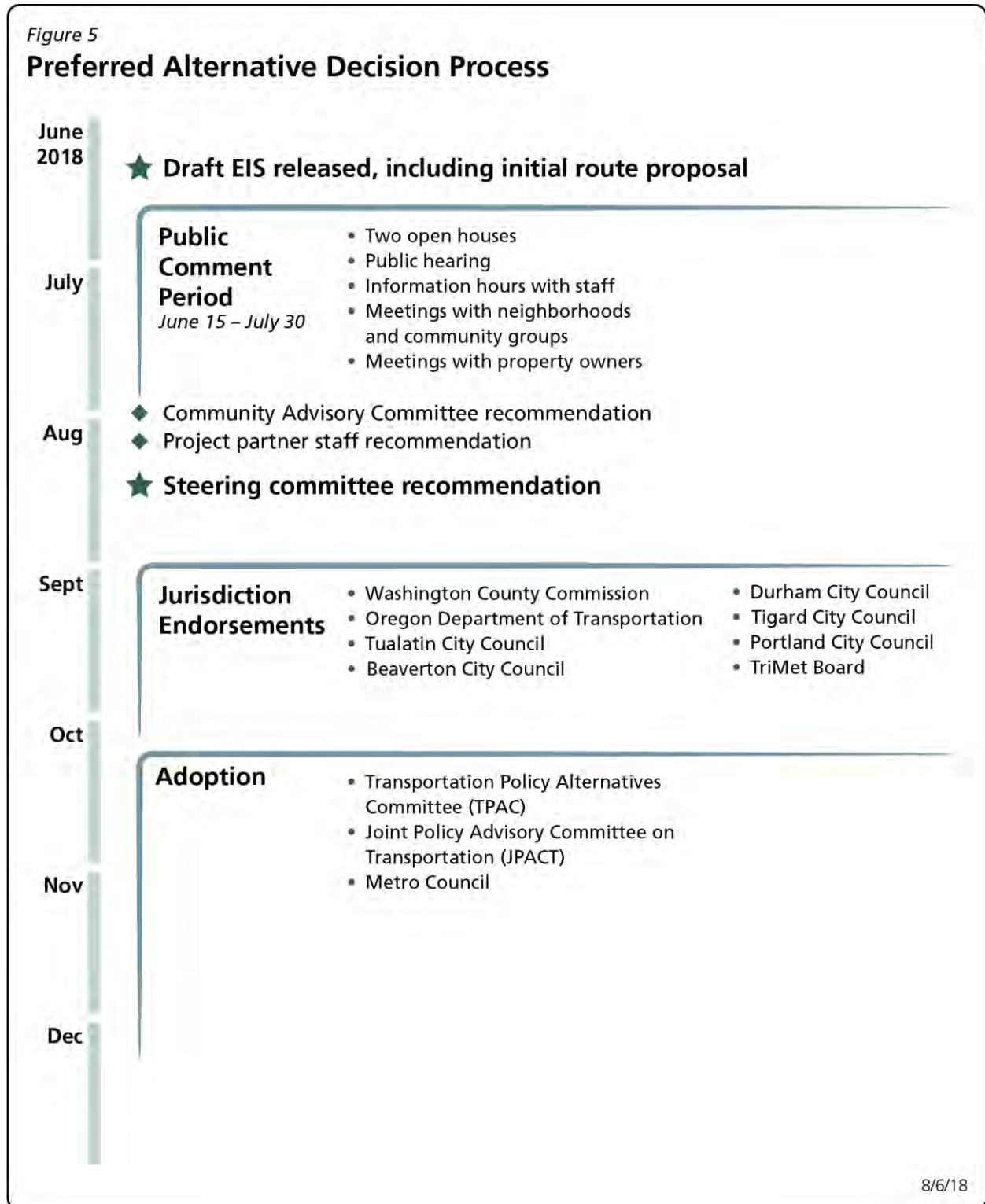
- Avoid residential displacements along SW Hall Boulevard and SW Ash Avenue
- Reduce traffic impacts by avoiding two at-grade auto crossings of SW Hall Boulevard

Figure 4
Preferred Alternative:
Steering Committee
Recommendation
Segment C: Tigard and
Tualatin



3. PREFERRED ALTERNATIVE SELECTION PROCESS

The anticipated process for adoption of the Preferred Alternative into the Regional Transportation Plan is shown in Figure 5.



Appendix A – Preliminary Work Plan Development

The following text is an initial set of interests that does not yet represent a finalized, consensus agreement. Factors from public comments and federal environmental permitting needs must also be taken into account before the workplan is finalized.

Segment A – Issues to be addressed

The committee recommends the following design and planning efforts as the project proceeds:

- Work with FTA to determine which portions of the viaducts replacement are eligible for federal funding recognizing that some elements may become betterments to the transit project
- Develop construction sequencing that minimizes traffic impacts related to replacement of the viaducts and associated SW Capitol Highway (Highway 10) overpass
- Define bicycle and pedestrian improvements at the tie-in of light rail to existing infrastructure at SW 4th Avenue and SW Lincoln Street.
- Optimize designs for the light rail alignment tie-in to existing light rail tracks at SW 4th Avenue and SW Lincoln Street to ensure reliable light rail operations.
- Maximize speeds of buses and trains operating together on the shared transitway in South Portland.
- Initiate a planning process to select and refine a Marquam Hill connection design.
- Continue traffic analysis with focus on, but not limited to, the South Portland area.

Segment B – Issues to be addressed

- Initiate a planning process to select and refine the bus shuttle route connecting light rail to the PCC Sylvania campus.
- Initiate discussion among project partners about the best locations and sizes of park and rides.
- Continue traffic analysis with focus on, but not limited to, the Crossroads area in the vicinity of Refinement 2.

Segment C – Issues to be addressed

- Continue cooperative design work between TriMet and the City of Tigard on the layouts and configurations of the Hall station and its related elements (bus stops, pedestrian connections, park and ride).
- Work to define MOS options that support Tigard’s downtown vision, are cost effective, extendable to Tualatin and are operationally efficient.
- TriMet and City of Tigard will work on an agreement regarding the design, development opportunities, benefits and adverse effects of the downtown station.
- Initiate discussion among project partners about the best locations and sizes of park and rides.
- Explore ways to avoid or minimize impacts to businesses at the Bridgeport station and park and ride location.

- Continue traffic analysis with focus on, but not limited to areas near freeway ramps, at-grade rail crossings of roadways, and the Bridgeport terminus.
- Prioritize and identify funding for sidewalk and bike facilities or a multi-use path on the light rail bridge over Highway 217.

General planning and design

- Maintain the goal of creating a fast, cost effective project that reaches Bridgeport Village and includes a robust public engagement process to incorporate community values
- Continue to strive to minimize property impacts
- Continue collaboration of TriMet, Metro, Cities of Portland, Tigard and Tualatin and Washington County to pursue opportunities for regulated affordable housing in conjunction with the light rail project.
- Optimize the supporting transit network to ensure connectivity and broad transfer access to light rail
- Continue collaboration of project partners with FTA and other local and federal agencies participating in the environmental review process to define the work program of the Final EIS, particularly on issues such as traffic, ecosystems, water resources and indirect effects.

Design – bicycle and pedestrian

Prioritize and identify funding for sidewalks, bicycle facilities, or multi-use paths adjacent to the alignment or connecting to stations and consider including as betterments, including:

- The station access improvements included in the Draft EIS
- Over I-5 in the Crossroads area if not incorporated in light rail bridge design
- Over Red Rock Creek
- Over Highway 217

Design – stations and park and rides

Initiate a station and park and ride planning process to optimize the number of stations, park and rides, and their locations, and to optimize park and ride capacities and accesses. Further refine station access improvement projects based on the station locations.

- All park and rides: Evaluate sizing to balance transit performance with safety, traffic impacts, costs, and property impacts.
- All stations and park and rides: Identify opportunities to integrate new technologies for shared vehicles, autonomous vehicles, traffic signal coordination and more into station access and design.
- Barbur Transit Center: Optimize layout for transit operations and redevelopment potential
- Tigard Transit Center (Hall Station): Ensure designs create safe pedestrian and bicycling access between the station and downtown Tigard and to the WES Commuter Rail station, and foster

the station area's redevelopment as a mixed use area supporting housing and jobs. Design the operating and maintenance facility east of the Hall station in a manner that facilitates redevelopment in the vicinity.

- Bridgeport station: Emphasize the station's importance as the terminus in connecting to areas beyond the light rail line. With this potential as a mobility hub, ensure that all connecting modes—autos, buses, bicycles and pedestrians—have convenient access. Explore ways to avoid or minimize impacts to the Village Inn.

Traffic analysis

Consider expanding the scope of traffic analysis, while maintaining current methodologies. Staff needs to assess the following suggested analyses to distinguish those that may impact major alignment decisions and should be initiated in the short term to inform the Final EIS, versus those that will inform elements of the final design and can be performed later. The suggested analyses are:

- Assess traffic diversion and traffic circulation changes in the South Portland area, including SW Naito Parkway, SW Barbur Boulevard, I-405, US-26, local streets, and Ross Island Bridge ramps to identify required mitigations if the Ross Island Bridgehead Reconfiguration is not constructed in coordination with the light rail project, and to identify impacts and mitigations if it is.
- Assess traffic queuing resulting from light rail crossing of SW Upper Boones Ferry road crossing, and whether queuing would spill back to the I-5 ramps at SW Carmen Drive, and to the SW Durham Road crossing of WES Commuter Rail tracks. Identify mitigations, including consideration of grade separation.
- Study traffic and safety impacts in the greater Bridgeport area, including Nyberg Road, Tualatin-Sherwood Road, and Lower Boones Ferry Road resulting from access to the proposed park and ride terminus.
- Perform additional analysis where necessary at other highway ramp terminals, park and ride accesses, and at-grade light rail crossings of streets.



What's next for light rail?

A route has been selected for a new MAX light rail line serving Portland, Tigard and Tualatin.



In August 2018, the route for our region's next light rail line was recommended by a steering committee comprised of local and regional leaders in the Southwest Corridor. This new 12-mile line would connect with the existing MAX system, WES Commuter Rail and many bus lines, serving southwest Portland, Tigard and Bridgeport Village in Tualatin.

Through late summer and into the fall of 2018, jurisdictions in the Southwest Corridor, will formally acknowledge the recommendation.

With this preferred route identified, the project now moves into the final environmental impact analysis and design phase. In the coming years, project partners will work with property owners, businesses, residents and community groups to refine the design of the route, stations, sidewalks, bike lanes and roadway improvements. These efforts will focus on minimizing potential impacts while maximizing the benefits of this new transportation investment.

Learn more...

swcorridorplan.org

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Recommended light rail route

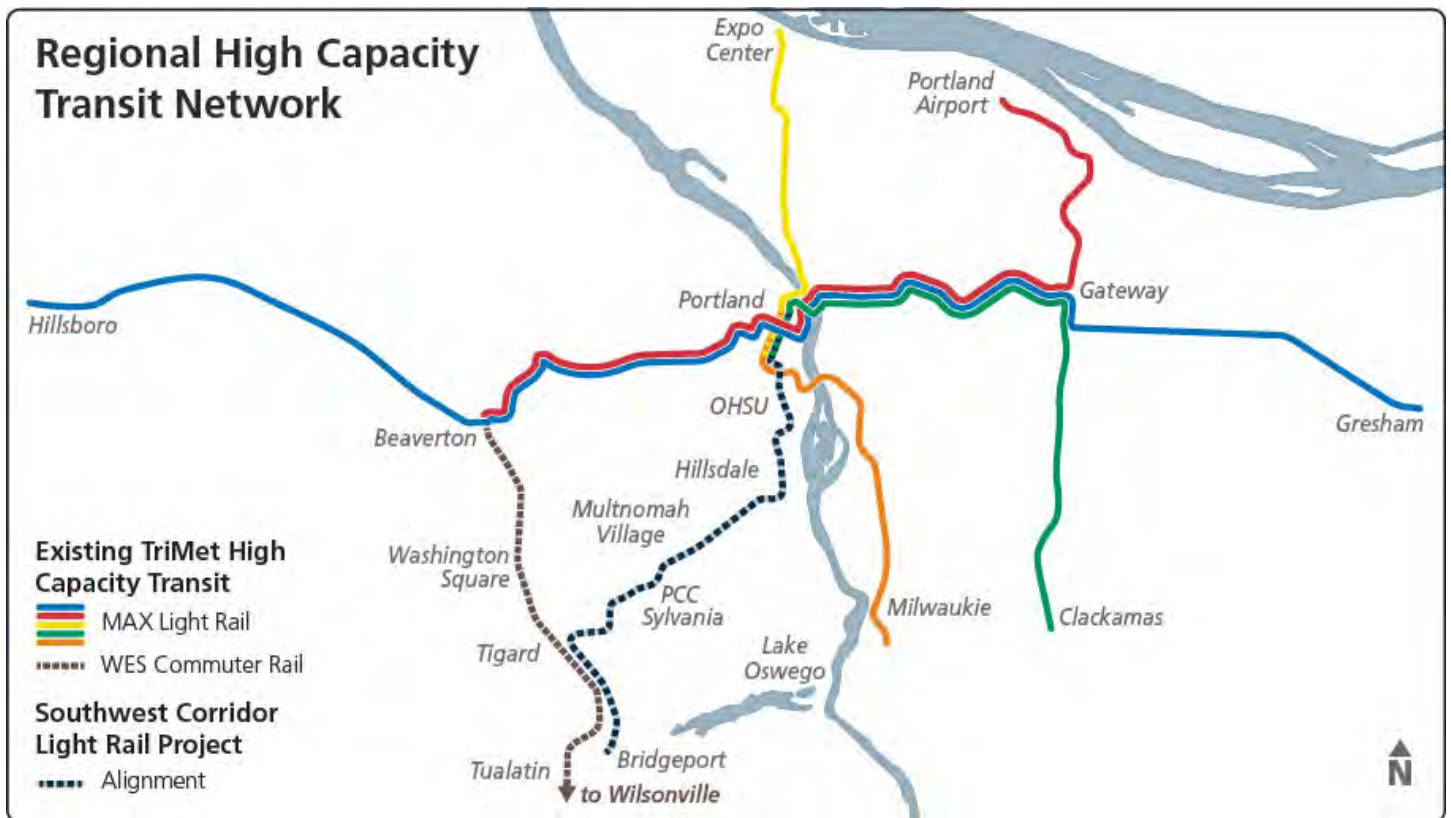
On August 13, 2018, the Southwest Corridor Steering Committee unanimously supported a route for the light rail line. The new MAX light rail will extend the existing Green Line MAX in downtown Portland near Portland State University. It will then travel down the middle of SW Barbur Boulevard to Barbur Transit Center, maintaining two travel lanes in each direction and building continuous bike lanes and sidewalks.

South of Barbur Transit Center, the route will travel adjacent to I-5. At the city limits between Portland and Tigard, the train will cross over I-5 and under Highway 99W, and then travel southwest to Tigard.

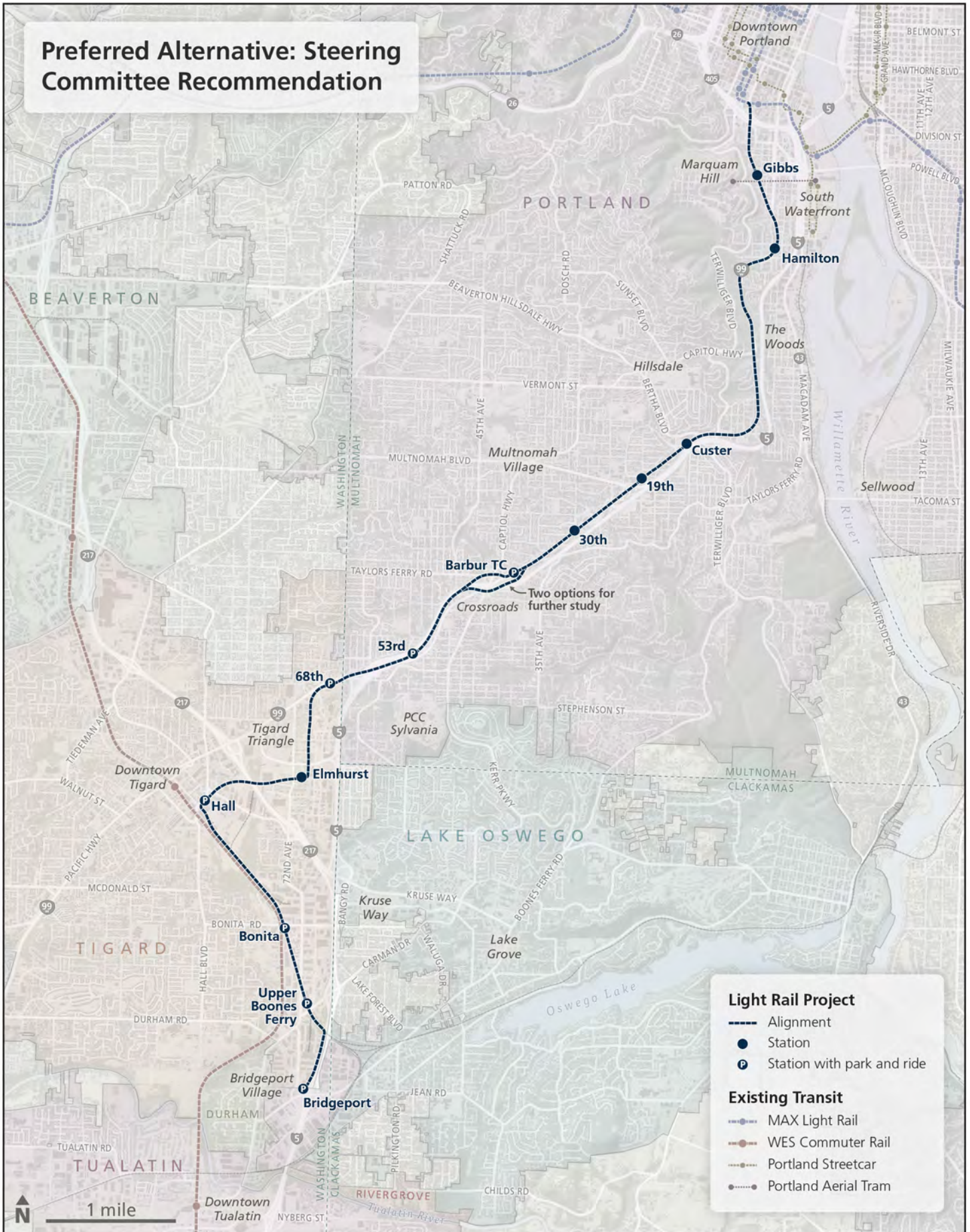
In the Tigard Triangle, the train will travel on SW 70th Avenue until SW Elmhurst Street, cross over Highway 217, and run east of SW Hall Boulevard adjacent to downtown Tigard. It will continue southeast parallel to the freight tracks until it reaches I-5, where it will turn and run adjacent to the freeway to the southern terminus at Bridgeport Village.

Under this plan, TriMet, the Portland Bureau of Transportation and the Oregon Department of Transportation (ODOT) will work together to replace the Newberry and Vermont viaducts, which support SW Barbur Boulevard in inner Southwest Portland, while adding light rail transit and new bicycle and pedestrian facilities.

The project will include a pedestrian connection to Marquam Hill and OHSU, a shuttle to the Portland Community College Sylvania Campus, a new light rail maintenance facility, roadway and infrastructure improvements to keep traffic moving on SW Barbur Boulevard and Highway 99W, and accompanying walking and biking improvements.



Preferred Alternative: Steering Committee Recommendation



What's in the project?

The cornerstone of the Southwest Corridor Plan is a new 12-mile MAX light rail line connecting downtown Portland to Tigard and Tualatin. But the plan also includes roadway, bicycle and pedestrian improvements and strategies to ensure that development along the light rail line addresses the region's workforce, economic development and housing needs.

The project includes:

- a new walk and bike connector between SW Barbur Boulevard and **Marquam Hill** to provide access to OHSU, the VA Hospital, Doernbecher Children's Hospital and other facilities
- a **shared transitway (for buses and light rail)** on the northernmost 2-miles of Barbur Boulevard to allow buses to bypass traffic congestion in South Portland
- stations along **Barbur Boulevard** from Burlingame to the Barbur Transit Center (while maintaining two auto lanes in each direction on Barbur)
- a **shuttle** between PCC-Sylvania and nearby stations to shorten the connection between light rail and the campus
- a southern terminus station at **Bridgeport Village**, to provide access to jobs, and connect to bus lines accessing Tualatin employment areas, Wilsonville, and other points south and west
- **transfer opportunities** to other transit, including many bus lines, MAX lines and WES Commuter Rail
- new or improved **sidewalks, bike lanes and safe crossings** along the alignment and at stations to provide safe access
- new **park and rides** (2,000 to 3,500 parking spaces) near freeway ramps that would allow drivers to connect easily to light rail and avoid the daily congestion on I-5 and Barbur

The project team is pursuing additional improvements as part of the broader Southwest Corridor Plan. For example, partners have already begun to implement the Southwest Corridor Equitable Development Strategy, and are developing a strategy to reconfigure access at the west end of the Ross Island Bridge.



Incomplete sidewalks on Barbur Boulevard (at Alice Street)



Biking on Barbur Boulevard (at Bertha Boulevard)

Southwest Corridor Equitable Development Strategy

As the Portland region grows, we face challenges more common to our big city neighbors – lack of affordable housing and community/business displacement. We must consider how to support more inclusivity and equity as we grow.

Planning for the Southwest Corridor MAX line offers an opportunity. Portland and Tigard created an Equitable Housing Strategy, and in 2016, Metro received a federal grant to support the creation of a Southwest Corridor Equitable Development Strategy (SWEDS). Through SWEDS, Metro is developing ways to support neighborhoods with:

- housing choices for people of all incomes
- a range of jobs for people of all backgrounds
- learning opportunities that prepare people for those jobs
- wages that support people's desire to live and work in the corridor

A unique and powerful element of this work is its community-driven nature. It is guided by a Project Oversight Committee, consisting of community members, local businesses, non-profits and public agencies.



Hear the Edwards family's story at www.swcorridorplan.org.

In addition, early strategy ideas suggested by the community will be tested in a series of pilot projects. These pilot projects prepare for the changes and opportunities light rail investments would bring, and they are all led by private groups and non-profits. They are an opportunity for real creativity and innovation.

This unique partnership is intended to protect and provide opportunities for people living here today, while planning for those coming in the future.

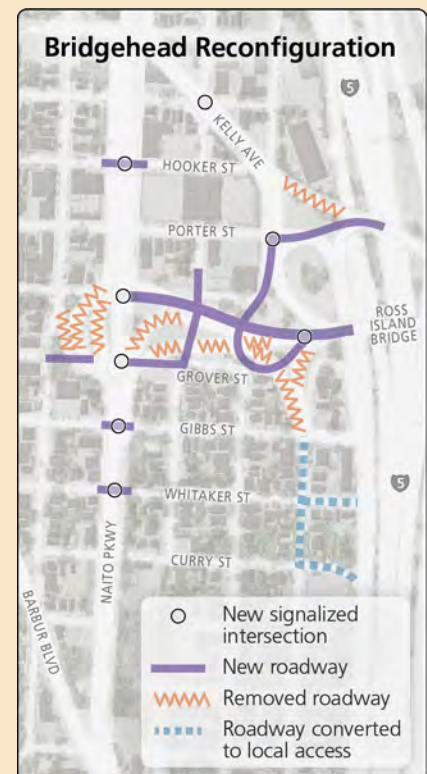
What is the Ross Island Bridgehead Reconfiguration?

The Ross Island Bridgehead Reconfiguration would simplify access to the west end of the bridge, shifting regional traffic out of the local neighborhoods, creating a safer environment for people, and opening up land for new housing, shops, and restaurants.

The "Bridgehead" refers to the area at the west end of the Ross Island Bridge in the South Portland neighborhood. This area has been shaped and reshaped by infrastructure projects since the early 1900s. As the automobile became more popular and streets replaced streetcar lines, high-volume roadways such as I-5, Harbor Drive, Front Avenue (now Naito Parkway), freeway interchanges and Ross Island Bridge ramps displaced homes and businesses, and placed barriers to access throughout the remaining neighborhood.

Congested traffic conditions continue today with cars regularly lining up and spilling into the neighborhoods, impacting quality of life, and constraining walking and biking access. The proposed Bridgehead Reconfiguration comes from multiple past planning and engineering studies for the area, and is intended to accomplish a range of land use and transportation goals supported by the community, the City of Portland and ODOT. It would simplify access and improve traffic conditions.

The Bridgehead Reconfiguration would redirect existing ramp traffic to Kelly Avenue and onto a new, shorter bridge on-ramp and convert Naito Parkway to an improved boulevard with regular, at-grade intersections. It would also add bike lanes and open up nearly 3 acres of land for development.



By the numbers



75,000 more residents
estimated to live in the
Southwest Corridor by 2035



2,000 to 3,600 spaces
proposed at park & rides



30 minutes via light rail
from Bridgeport Village to
Portland State University



13 light rail stations
proposed on the line



43,000 riders on the line
on an average weekday in 2035



1 in 5 commuters on MAX
going southbound from downtown
during the 2035 PM rush hour



\$2.6 to 2.8 billion
estimated cost to build
(including inflation and finance)

Improved transit access

Compared to a future scenario without the project, the light rail line would increase the number of households and jobs accessible by transit within half an hour:

- over **70 percent more** households could reach the Barbur Transit Center, downtown Tigard and Bridgeport Village
- over **35 percent more** jobs could be reached from downtown Tigard
- over **60 percent more** jobs could be reached from the Barbur Transit Center and Bridgeport Village

Why light rail?

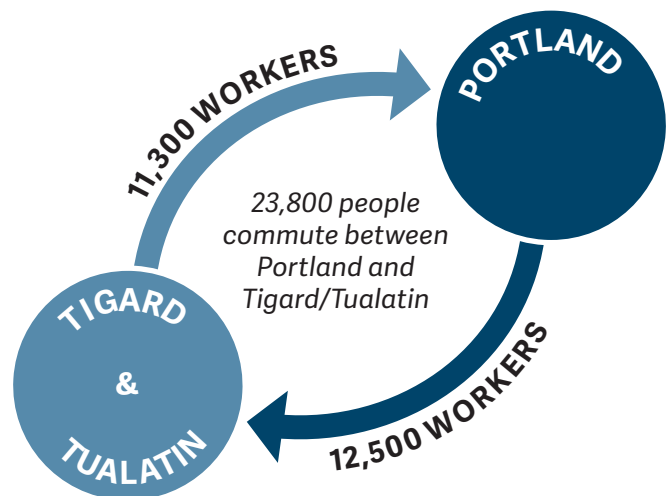
The Southwest Corridor is growing – with growth comes congestion, and getting around will only become more difficult if solutions are not implemented now.

Road expansion is not the only answer. There isn't space to add auto lanes along the length of Highway 99W and I-5, and expansion would not fix the bottlenecks at places like Highway 217, I-405, and I-84 that cause backups. While TriMet is adding bus service to reach more parts of the corridor, buses are slowed by traffic just as cars are.

Light rail, on the other hand, operates in its own right of way separated from traffic, creating a congestion-proof option for traveling through the corridor. (Bus rapid transit, which is high-quality bus service in dedicated bus lanes, was also considered to address these needs, but only light rail could carry the expected high number of riders in the future.)

With an anticipated travel time of just 30 minutes between Bridgeport Village in Tualatin and downtown Portland, the MAX line is projected to attract 43,000 riders on an average weekday by 2035. This means light rail could carry almost a fifth of the southbound rush hour commuters from downtown Portland. Like MAX lines along the Sunset and Banfield Highways, Southwest Corridor light rail will be able to whisk its riders past the cars stuck in traffic. That 30 minute travel time will hold steady long into the future even as more people and cars increase congestion.

By building an essential branch in the regional transit system, the project will improve access to employment, education, housing and recreation destinations. With new sidewalks, bikeways and road improvements planned along the route, the project puts people first – by transit, on foot, on a bicycle or in a car.



Next steps

This fall, local jurisdictions, including the cities of Portland, Tigard, Tualatin; TriMet; ODOT and Washington County will discuss support for the route recommended by the Steering Committee and formalize support for next steps. Finally, the Metro Council will vote to adopt the final route into the Regional Transportation Plan (RTP). At this point, the Final Environmental Impact Statement (EIS) and design phases can begin.

In late 2019, a Final EIS will respond to comments and confirm strategies to minimize and mitigate impacts identified in the Draft EIS. Project partners will work with property owners, businesses, residents and community groups in refining light rail designs based on the extensive environmental analyses completed. Staff will also evaluate the four Design Refinements included in the Preferred Alternative. Community involvement will be part of that process as well.

In November 2020, voters may decide on a regional funding measure which could fund about half the project. In early 2023, the project will compete for funding through the Federal Transit Administration's New Starts program.

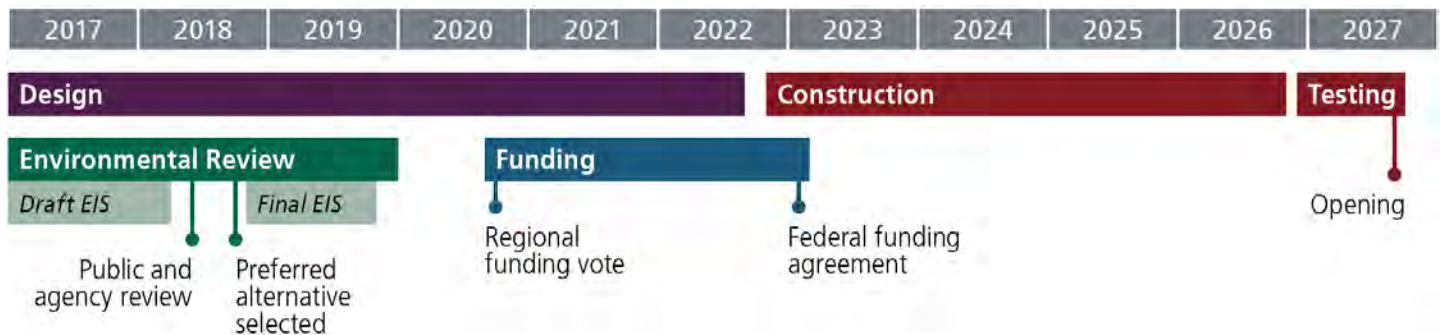
When will light rail be built?

The plan has been in the works for years, and some roadway and sidewalk projects in the corridor have already been built. Light rail construction could begin as early as 2022 and the line could be open for service in 2027. However, there are still a lot of details to finalize. It's a long road from planning to construction and it relies on a lot of public feedback to make sure we get it right.

Who pays for it?

As with previous MAX lines, the region will pursue federal grants that could pay up to half the cost of the light rail project. Some funding may come from the state and from local sources in the Portland metro area.

The remainder could come from a regional transportation funding ballot measure, which is anticipated in 2020. This measure is expected to include a package of transportation improvements around the region, including the Southwest Corridor Light Rail Project, for voters' approval. This regional funding commitment will help the project compete for federal matching dollars.



How to be involved

Over the next few years, TriMet will work with partners and communities to refine designs. Decisions during this phase include confirming station locations and Park & Ride sizes, identifying types of structures for bridges and viaducts, selecting improvements for walking, biking and driving needs, determining connections to PCC Sylvania and Marquam Hill/OHSU, and more. Significant public input will be needed during this phase.

The project team will meet with community groups, host design workshops, solicit feedback online, and conduct one-on-one outreach with impacted property owners, businesses and residents.

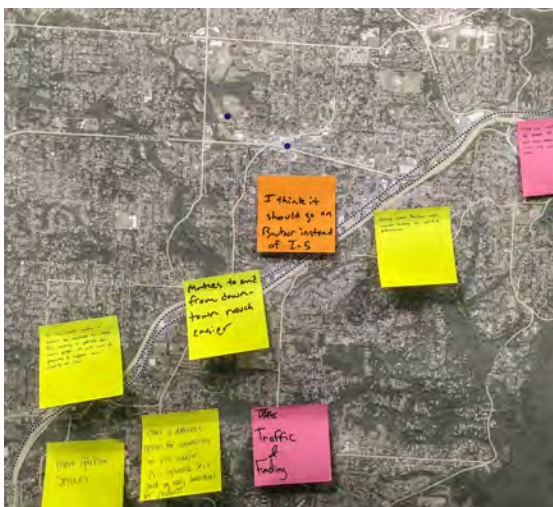
Beginning in early 2019, a new project Community Advisory Committee and Steering Committee will be convened to help guide the project through the design phase.

Visit swcorridorplan.org:

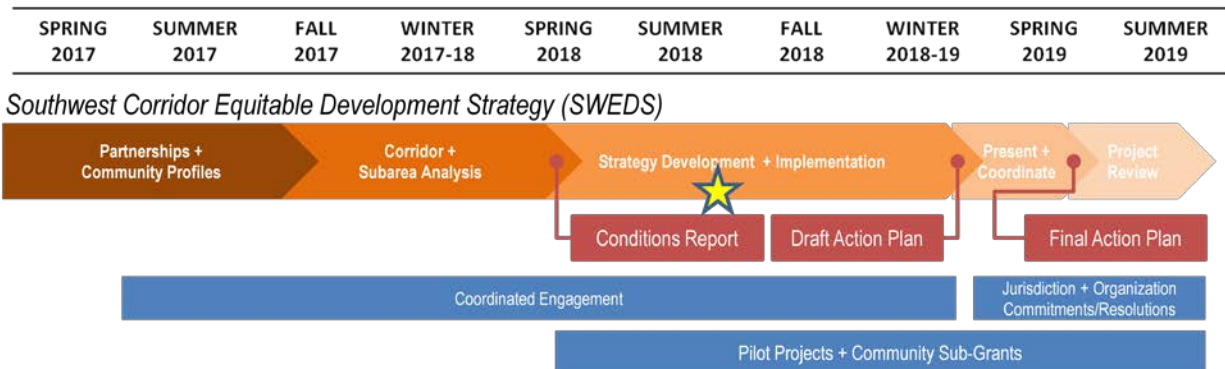
- Join the project email list
- Learn more about the project's seven-year history

Email questions or comments to swcorridorDEIS@oregonmetro.gov

Call us anytime, (503) 813-7535



Southwest Corridor Equitable Development Strategy



Project Background

The Southwest Corridor Equitable Development Strategy strives to ensure that individuals and families continue to live, work and thrive in the Southwest Corridor as we invest in a proposed 12-mile MAX light rail line from downtown Portland to Tigard and Tualatin, along with walking, biking and roadway projects to help people access stations. This means making sure SW Corridor neighborhoods have:

- different choices for where to live for people of all incomes
- a range of jobs for people of all backgrounds
- learning opportunities that prepare people for those jobs
- wages that support people's desire to live and work in the corridor.

Project Oversight Committee

A Project Oversight Committee, made up of various public/private/non-profit partners from the Southwest Corridor provides advice to Metro and project partner staff. This committee advises staff on implementing the work and allocating resources to future Pilot Projects. The Project Oversight Committee has finalized a set of Equitable Development Principles (see below) to guide future work on a SW Corridor Equitable Development Strategy. The Principles were utilized in selecting a set of early implementation pilot projects and they will be refined to define and filter the actions included in the Strategy.

Equitable Development Goals

The following equitable development goals have been established to target key issues project partners are interested in measuring as part of a corridor conditions report, clarify components of social equity the project focuses on as we proceed with coordinated engagement efforts, guides what targets are established for the final Strategy and Action Plan, and provides a rationale for establishing jurisdiction and organizational endorsements and commitments.

- Address residential and business displacement
- Reduce disparities and improve conditions for affected people
- Preserve and expand affordable housing
- Advance economic opportunity for all and build community capacity for wealth creation
- Promote transportation mobility and connectivity
- Develop healthy and safe communities
- Expand the breadth and depth of influence among affected people



Equitable Development Pilot Projects:

Equitable Development Pilot Projects are intended to inform this Strategy while supporting community-driven initiatives that prepare communities for the changes and opportunities light rail and other investments would bring to the SW Corridor. The six funded projects officially started their work on July 1, 2018 and have 12 months to complete their stated tasks:

- Mercy Corps NW- establishing services and targeted assistance to help stabilize and prepare underserved entrepreneurs to minimize the pressures they will face during light rail construction.
- Immigrant & Refugee Community Organization- identifying lower-wage, lower-skilled diverse individuals (people of color and other historically marginalized populations) from the SW Corridor who work in entry-level roles at Oregon Health Science University, and training them for middle-skill health care roles.
- Community Partners for Affordable Housing- adjusting a site design process for existing and future properties and elevating lessons from engagement with community organizations that will inform future housing development design beyond unit size, to include culturally relevant employment and health services that should be within close proximity or co-located with affordable housing developments.
- Home Forward- addressing potential displacement by supporting 43 ethnic groups (around 3,000 people) associated with Muslim Education Trust by assisting the community in navigating the maze of government programs and agencies providing housing support services.
- Proud Ground- addressing permanently affordable homeownership opportunities through: targeted outreach with existing non-profit partners, working with Habitat for Humanity and other development partners to secure permanent affordability among the pipeline of units available to households between 35-80% AMI, and developing a business plan that focuses on the creation of a land bank model for SW Corridor.
- Momentum Alliance- strengthening capacity among historically marginalized communities (communities of color, immigrants and refugees, and low-income renters) in the SW corridor through leadership development and engagement.

Strategy Development

The Project Oversight Committee has identified a list of 40 actions drawn from priorities documented for inclusion among engaged community-based organizations and SWEDS advisory groups dedicated to equity and housing and business and workforce stabilization. Metro is working with its partners to build out a long-term Equitable Development Strategy by prioritizing the actions based on their positive impact to equitable outcomes, while considering the difficulty in their implementation. The Oversight Committee will continue to evaluate how to organize and advance these actions as they move forward with finalizing a draft strategy for the corridor.

Long-Term Implementation

Federal Grant dollars are a finite resource relative to the SW Corridor. As such, project staff have begun a conversation with the Project Oversight Committee about the long-term implementation of the Strategy once federal resources are no longer available. Early discussions have centered around the creation of a collaborative table of current (and possibly new) Oversight Committee members that would be dedicated to implementation of the SW Corridor Equitable Development Strategy upon completion of this grant. The conversations are in their infancy, but models from around the United States are offering a positive example for how this group might come together to work over the next 10 years to prepare the community for the challenges and opportunities that are associated with a major transit investment in the corridor.

MPAC Worksheet

Agenda Item Title: 2030 Regional Waste Plan

Presenters: Matt Korot, Program Director and Marta McGuire, Principal Planner, Property and Environmental Services

Contact for this worksheet/presentation: Marta McGuire, Principal Planner,
marta.mcguire@oregonmetro.gov x1806

Purpose/Objective

To review the draft actions and indicators for the 2030 Regional Waste Plan.

Action Requested/Outcome

Input on the draft actions and indicators prior to Metro Council discussion at its October 16, 2018 work session.

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

Metro initiated development of the 2030 Regional Waste Plan in spring 2017 to fulfill its responsibility to plan, manage and oversee the regional garbage and recycling system. In July 2017, MPAC reviewed the plan's draft values and principles. These were endorsed by the Metro Council in August 2017. Work then commenced on developing the plan's vision and goals. A wide range of engagements, including an online survey, three leadership forums co-hosted with community-based organizations, a technical forum and guidance from the plan's equity work group, shaped the development of the vision and goals. MPAC members reviewed the draft vision and goals in January 2018.

The goals informed the creation of topic-specific technical work groups that Metro convened from March 2018 to May 2018 to develop the plan's draft actions. The groups were made up of representatives from local governments, garbage and recycling facility operators, haulers, topical experts, community organizations and others with a particular interest in the system. Each work group met up to four times, including a final session at which all of the groups together looked at how goals and actions might connect and to make final changes to their draft actions.

Metro also sought input on the draft actions from the community, specifically those individuals who had taken part in earlier phases of the plan development. During a four-hour session held at the Oregon Zoo, more than 100 local residents associated with eight culturally-specific community based organizations reviewed the draft actions to see whether they reflected their previous input and to prioritize the changes they most want to see in the system. Following these engagements, Metro staff worked with the plan's equity work group and local government partners to further refine and organize the draft goals and actions.

Today's discussion will focus on the plan's draft actions and indicators. The actions represent work that is ongoing or has already been initiated by Metro and/or local governments, but also include a number of actions that would be implemented for the first time over the twelve-year duration of the plan. Those actions are identified as "new" in the attachment to this worksheet. Metro staff would particularly appreciate MPAC's input on those items.

Most of the actions in the plan are non-directive in nature, meaning that Metro anticipates that local governments will undertake them as part of a shared commitment to achieve the plan's vision and goals. There are some actions, though, that place specific requirements on local governments. Many of these are requirements that were previously enacted by the Metro Council related to residential and commercial recycling collection services. The actions that place current or potential future

requirements on local governments are shaded in the attachment. New requirements for local governments that could result from actions in the 2030 plan will be developed in consultation with local governments and would go through the regular Metro Council legislative approval process.

A critical component of implementing the 2030 Regional Waste Plan will be having a measurement framework in place that will allow Metro and local governments to evaluate their progress in achieving the plan's desired environmental and equity outcomes and demonstrating accountability to the community. An element of this framework is a set of key indicators, which would communicate the overall trajectory of the plan's progress to a broad audience. Those indicators are presented on page 22 of the attachment.

MPAC's input will inform a final version of actions and indicators that the Metro Council will review at its October 16, 2018 work session. Following that work session, Metro will produce a complete draft of the 2030 Regional Waste Plan that will be released for public review and comment from mid-November through mid-December of this year. Metro staff will return to MPAC in January 2019 to discuss the draft plan in its entirety, the public input received and to solicit recommendations from the committee on the actions that include new requirements for local governments.

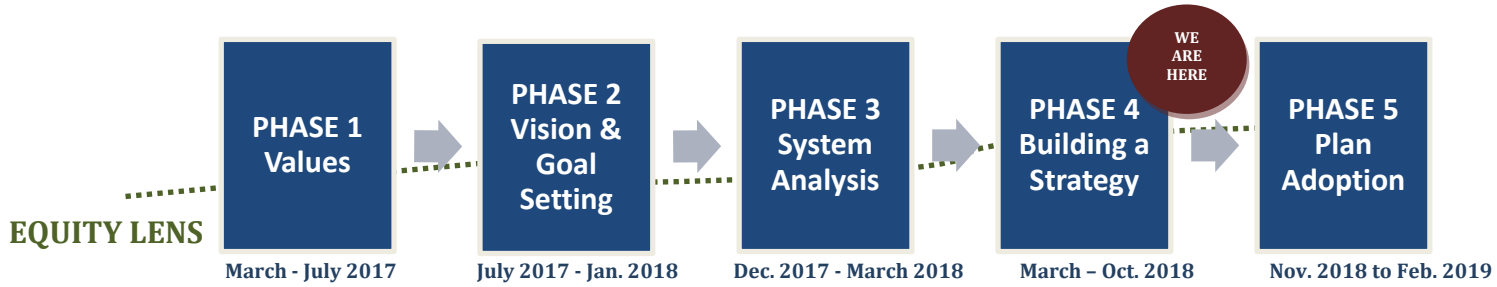
What packet material do you plan to include?

- Project update
- Draft goals actions and indicators



2030 Regional Waste Plan Project Update

The Regional Waste Plan will be the greater Portland area’s blueprint for managing and reducing the environmental impacts of goods consumed in the region, from production to disposal. From spring 2017 to winter 2019, Metro will work with communities around the region to develop this plan.



Project Status Summary

Work on the 2030 Regional Waste Plan is in Phase 4. Highlights of the project are detailed below.

Phase 1: Values | March to July 2017

Phase 1 developed a set of overarching guidance, including values and guiding principles, to inform plan development and implementation. The concepts for the plan values are drawn from existing guidance, including regional, state and federal policies and plans regarding waste management, recycling, toxics and other related environmental programs. The values were further shaped through public surveys, community discussions with culturally specific organizations and the application of an equity lens.



Highlights of engagement include a series of co-hosted community discussion groups. As part of this, Metro contracted with eight community-based organizations to co-organize, recruit for and facilitate discussions with community members on the garbage and recycling system. These groups included: North by Northeast Community Health Center, Trash for Peace, Momentum Alliance, Constructing Hope, Rosewood Initiative, Centro Cultural, Immigrant and Refugee Community Organization, and the Environmental Professionals of Color group hosted by the Center for Diversity and the Environment.

The community discussions kicked off in June 2017 and included two group-facilitated conversations. The first discussion focused on building awareness and understanding of the garbage and recycling system and gathering input on the plan values. The second conversation included gathering community concerns and visions for the future.



In addition, Metro’s advisory Equity Work Group reviewed the draft value concepts from an equity perspective. The work group met four times between May and June 2017. As a result of this work, the group developed a set of guiding principles in addition to input on the language of the values.

Metro Council endorsed the values and principles in August 2017, which can be found at oregonmetro.gov/letstalktrash. The endorsed values and principles will be used to inform and guide the development of the plan’s vision, goals and actions.

Phase 2: Vision & Goals | July 2017 to January 2018

Phase 2 developed the plan’s vision and goals that set the priorities for the garbage and recycling system until 2030. Building on community discussions held in the first phase, Metro conducted a series of engagements to inform the development of the vision and goals , including:

- A planning workshop involving more than forty individuals, including Equity Work Group members and Metro and local government staff. During the workshop, participants considered the future of the garbage and recycling system. Metro used the input collected at the planning workshop, along with that collected through the community discussions held in Phase 1, to develop an online survey to gather broader input on the future vision of the garbage and recycling system
- An online survey that asked community members to help shape future priorities. Almost 4,000 individuals took the survey. Metro compiled the survey results to share at the leadership forums and inform the vision, goals and actions in the plan.
- Three leadership forums organized by Metro and local community-based organizations at which more than 120 individuals shared ideas and discussed future priorities for the garbage and recycling system. The forums were hosted by Immigrant and Refugee Community Organization, Rosewood Initiative and Centro Cultural.
- A technical forum with more than 60 stakeholders active in some element of the garbage and recycling system provided input on the draft vision and goals.
- The plan’s Equity Work Group, local government solid waste directors, and the Metro Solid Waste Alternatives Advisory Committee and Metro Policy Advisory Committee reviewed the draft vision and goals.



The vision and goals are written to set the direction for the future and accommodate a range of actions the region can take to accomplish the goals.



Metro Council endorsed the vision and goals on January 30, 2018. They can be found at oregonmetro.gov/letstalktrash.

Phase 3: System Analysis | December 2017 to March 2018

The purpose of Phase 3 was to establish an understanding of where the region is today relative to the goals and vision generated during Phase 2. To do this, Metro compiled and summarized existing data on different aspects of the garbage and recycling system. This also included developing written descriptions about the system's existing programs, policies and infrastructure, as well as current opportunities and challenges facing the system. The information gathered in this phase served as a starting point to develop an overall framework to measure progress of the plan and to inform the development of actions in the next phase of plan development.

Phase 4: Building a Strategy | March 2018 to October 2018

The purpose of Phase 4 is to develop an action plan to close the gap between the current condition of the garbage and recycling system and the vision and goals for the system's future. To accomplish this, Metro assembled eight technical work groups to identify and draft actions to move the system toward its desired future.

The groups were made up of representatives from local governments, garbage and recycling facility operators, haulers, community organizations and others with a particular interest in the system. The work groups focused on:

- Quality service
- Education and information
- Good jobs
- Economic prosperity
- Garbage and recycling operations
- Reduce, reuse and repair
- Healthy products
- Preparedness and resiliency

Each work group met up to four times, including a final session at which all of the groups together looked at how goals and actions might connect and to assess the need for additional improvements to the draft actions.

Metro also sought input on the draft actions from the community, specifically those individuals who had taken part in earlier phases of the Plan development. During a four-hour session held at the Oregon Zoo, more than 100 local residents associated with eight culturally-specific community based organizations reviewed draft actions to see whether they reflected their input and to prioritize the changes they most want to see in the system. The small group conversations were conducted simultaneously in Russian, Spanish and English, with Metro bilingual staff facilitating and taking notes.





The session with community focused on actions associated with four goal areas that residents had previously identified as most important to them:

- Garbage and recycling operations
- Quality service
- Information and education
- Jobs and economic opportunities

Following the community engagement, Metro staff further refined the draft actions in coordination with the Equity Work Group and local government partners.

What's Next

As part of the last steps of Phase 4, Metro staff will discuss the draft actions with the Metro Policy Advisory Committee, Solid Waste Advisory Committee and Metro Council in October 2018. The final outcome of this phase is a set of prioritized actions that will be incorporated into the final plan.

Phase 5: Plan Adoption | November 2018 to February 2019

The fifth and final phase of the process will begin in November 2018 and be focused on finalizing and adopting the 2030 Regional Waste Plan. The draft plan will be available for public review and feedback from mid-November through mid-December.

For this comment period, engagement activities will include:

- briefing community groups about the plan with an explanation about the Metro Council decision-making process
- making briefing materials and information about the plan available online for the general public
- holding a public forum on December 5, 2018 for individuals interested in reviewing the draft plan and providing comments in-person

Metro will summarize all comments received during the comment period in a public comment report, as well as recommend changes to the draft plan in response to the comments. These summaries will be available in print and online.

Metro's Solid Waste Alternatives Advisory Committee and the Metro Policy Advisory Committee will consider the draft plan and provide input to the Metro Council in January 2019.

The Metro Council will hold legislative hearings on the plan in February 2019. To subscribe to Metro News for updates or opportunities to weigh in visit oregonmetro.gov/letstalktrash.

AT A GLANCE: Upcoming advisory committee and Metro Council meeting dates

October 10, 2018	Metro Policy Advisory Committee and Solid Waste Alternatives Advisory Committee provide input on draft actions
October 16, 2018	Metro Council work session to review draft actions
January 23, 2019	Metro Policy Advisory Committee and Solid Waste Alternatives Advisory Committee provide input on draft plan
February 5, 2019	Metro Council work session to review draft plan
February 21 & 28, 2019	Metro Council legislative hearings to consider plan adoption



2030 Regional Waste Plan DRAFT Goals and Actions

September 2018

Introduction

The 2030 Regional Waste Plan will be the greater Portland area’s blueprint to guide investments in our garbage and recycling system and reduce the environmental and health impacts of products, from production to disposal. Since spring 2017, Metro has engaged with communities in the greater Portland area to develop this plan, with the work taking place in five major phases.



This process was designed to be iterative, with each phase building on the next. Each phase focuses on meaningful engagement with community, local governments and businesses to shape the future of the garbage and recycling system.

The plan is currently in phase four of development. This document highlights the plan values and principles that were developed in the initial phases of plan development and presents the draft goals, actions and indicators for review and comment.

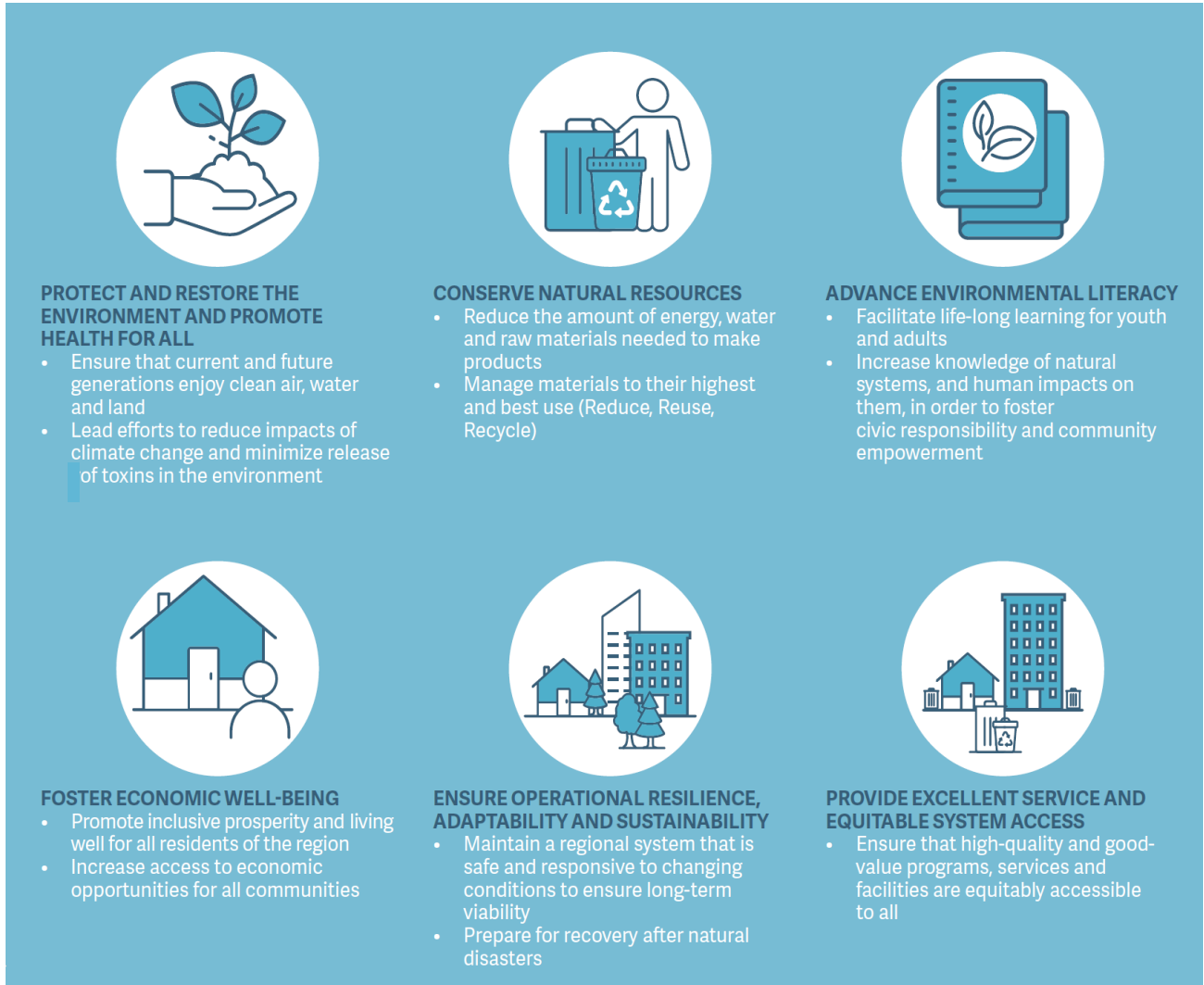


Values and Principles

Metro Council endorsed values and principles for the 2030 Regional Waste Plan in August 2017. The values and principles serve as the foundation of the plan and will guide implementation of the goals and actions.

Values

The values lay out the essential concepts that serve as a basis for the plan’s vision and goals.



The infographic is set against a light blue background and features six circular icons, each representing a value or principle. Below each icon is a bold title and a list of bullet points.

- PROTECT AND RESTORE THE ENVIRONMENT AND PROMOTE HEALTH FOR ALL**
 - Ensure that current and future generations enjoy clean air, water and land
 - Lead efforts to reduce impacts of climate change and minimize release of toxins in the environment
- CONSERVE NATURAL RESOURCES**
 - Reduce the amount of energy, water and raw materials needed to make products
 - Manage materials to their highest and best use (Reduce, Reuse, Recycle)
- ADVANCE ENVIRONMENTAL LITERACY**
 - Facilitate life-long learning for youth and adults
 - Increase knowledge of natural systems, and human impacts on them, in order to foster civic responsibility and community empowerment
- FOSTER ECONOMIC WELL-BEING**
 - Promote inclusive prosperity and living well for all residents of the region
 - Increase access to economic opportunities for all communities
- ENSURE OPERATIONAL RESILIENCE, ADAPTABILITY AND SUSTAINABILITY**
 - Maintain a regional system that is safe and responsive to changing conditions to ensure long-term viability
 - Prepare for recovery after natural disasters
- PROVIDE EXCELLENT SERVICE AND EQUITABLE SYSTEM ACCESS**
 - Ensure that high-quality and good-value programs, services and facilities are equitably accessible to all

Principles

Metro's *Strategic Plan to Advance Racial Equity, Diversity and Inclusion* acknowledges racism as a root cause of inequity and as a complex system that exists within individual behavior and policies and processes in and across institutions.

Through the 2030 Regional Waste Plan, Metro and local governments have an opportunity to eliminate barriers and generate positive benefits that advance racial equity, diversity and inclusion through their roles in waste reduction, regulation, management, planning and policy. To do so, the plan will be guided by three essential principles.

COMMUNITY RESTORATION	COMMUNITY PARTNERSHIPS	COMMUNITY INVESTMENT
<p>Take action to repair past harm and disproportionate impacts caused by the regional solid waste system.</p> <p>In practice, this means:</p> <ul style="list-style-type: none"> ▪ Acknowledging historical impacts on communities passed from generation to generation ▪ Actively including communities that have been historically marginalized from decision-making processes ▪ Equitably distributing costs and benefits, taking into account historical system impacts ▪ Valuing indigenous and cultural knowledge about using resources sustainably ▪ Committing to ongoing equity competence among providers of garbage and recycling services 	<p>Develop authentic partnerships and community trust to advance the plan vision.</p> <p>In practice, this means:</p> <ul style="list-style-type: none"> ▪ Prioritizing historically marginalized communities within the delivery of programs and services ▪ Expanding voice and decision-making opportunities for communities of color ▪ Creating ongoing opportunities for leadership development to support resilient community relationships 	<p>Emphasize resource allocation to communities of color and historically marginalized communities within the regional solid waste system.</p> <p>In practice, this means:</p> <ul style="list-style-type: none"> ▪ Making investment decisions in partnership with community ▪ Investing in impacted communities and youth through education and financial resources ▪ Eliminating barriers to services and employment



Metro formed the **Equity Work Group** to help ensure the 2030 Plan fully incorporates equity in its planning process and outcomes. The work group is comprised of community representatives who are advocates for historically marginalized communities. After reviewing the plan values, the Equity Work Group developed the principles to provide guidance for the plan's development and implementation, and helped shape the goals and actions.

Andre Bealer, National Association of Minority Contractors
 Emma Brennan, Oregon Tradeswomen, Inc.
 Marilou Carrera, referred by Oregon Health Equity Alliance
 Juan Carlos Gonzalez, referred by Centro Cultural

Pa Vu, referred by Asian Pacific American Network of Oregon
 Rob Nathan, referred by Coalition of Communities of Color
 Tommy Jay Larracas, referred by OPAL Environmental Justice of Oregon

2030 Vision

The Regional Waste Plan vision, endorsed by Metro Council in January 2018, identifies the desired future for the garbage and recycling system. The vision is comprised of a set of statements that identify outcomes for 2030.

ECONOMIC PROSPERITY	Innovation, investments and partnerships support a thriving recycling, reuse and repair economy that benefits local communities.
GOOD JOBS	All garbage and recycling industry jobs pay living wages and provide opportunities for career advancement. All occupations in the industry reflect the diversity of our local communities.
EDUCATION & INFORMATION	Everyone has the culturally relevant, age appropriate information and educational resources needed to make purchasing and disposal decisions that will protect their health and the environment.
HEALTHY PRODUCTS	Companies and consumers share responsibility for products and packaging to reduce harm to public health, climate, air quality, waterways and wildlife throughout their product life cycles.
REDUCE, REUSE & REPAIR	Reduce, reuse, repair and donation are mainstream practices accessible to all, creating economic opportunity and building community self-reliance.
QUALITY SERVICE	Garbage and recycling services meet the needs of all people and all communities.
GARBAGE & RECYCLING OPERATIONS	From trucks to facilities, our garbage and recycling system is safe for workers and the public, minimizes pollution of air, soil and water, and is financially sustainable.
PREPAREDNESS & RESILIENCE	The region’s garbage and recycling system is resilient and prepared to recover quickly from disruptions like natural disasters, while minimizing harmful impacts to the most affected communities.



The development of the 2030 Regional Waste Plan was informed by a series of engagements with people of color, youth, immigrants and refugees. Metro partnered with eight community-based organizations to form a cohort of more than 100 people who participated in multiple discussions over more than a year about the future of garbage and recycling. From tours of local garbage and recycling facilities to gatherings at local community centers, participants shared their values and priorities related to garbage and recycling to help shape the goals and actions of the plan.

A variety of community-based organizations from throughout greater Portland gathered to discuss their vision for the 2030 Regional Waste Plan.

- Center for Diversity & the Environment
- Centro Cultural de Washington County
- Constructing Hope
- Immigrant and Refugee Community Organization
- Momentum Alliance
- North by Northeast Community Health Center
- The Rosewood Initiative
- Trash for Peace

Draft Goals and Actions

Planning for the garbage and recycling system means more than just deciding what recycling services to provide or deciding where to build facilities. It's about protecting people's health and the environment. It's about ensuring no matter where someone lives in the region, they have the services they need and the knowledge to inform their purchasing choices or how to best get rid of an item when done with it. It is also about identifying actions to take to reduce the negative health and environmental impacts of the materials and products we use every day.

The goals of the plan focus on addressing the impacts of materials from production to disposal and closing the gap between today and the plan's future vision. This involves taking action at every stage of the product life cycle and addressing community needs within the garbage and recycling system. The plan identifies goals and actions in five different areas of work:

- Shared Prosperity
- Product Design & Manufacturing
- Product Consumption & Use
- Product End-Of-Life Management & Disposal
- Disaster Resilience

The goals in each area identify what the region would like to achieve by 2030. Each goal has an associated set of actions to be undertaken by Metro and local governments. The development of the actions were led by a series of work groups made up of representatives from local governments, garbage and recycling facility operators, haulers, topical experts, community organizations, equity work group members and others with a particular interest in the system.

LEAD AGENCY

To assist with implementation and accountability, a lead agency – either Metro, Cities/Counties or both – is defined for each action. The lead agency is the primary entity responsible for implementing the action and reporting on progress. Successful implementation will often require collaboration and coordination between Metro, local governments, community-based organizations and private sector service providers. Many of the actions will be co-led by Metro and local governments in partnership with community.

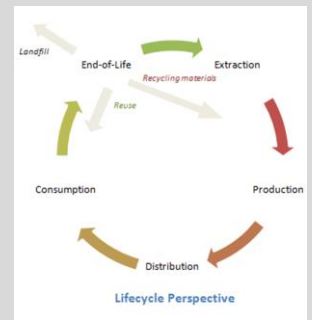
STATUS

In the tables below, each action is identified as either new or in progress.

IMPLEMENTATION

Metro is responsible for coordinating implementation of the plan and assessing plan performance. Cities, counties and Metro are responsible for leading or participating in implementation of the actions. Actions provide direction including to develop, implement or evaluate specific programs or initiatives. Actions with direction to implement include the assumption that implementation requires planning, budgeting and evaluating. Several different

A "LIFE CYCLE" APPROACH:



Extraction: Natural resources are extracted from the earth and used to produce goods. Some form of energy is always required to extract natural resources (e.g., mining, drilling, forest harvesting).

Production: Raw materials are processed, refined and manufactured into goods, which are assembled and packaged for distribution.

Distribution: Products are moved from their manufacturing source to customers.

Consumption: Goods and services are used by consumers and may also be repaired, donated and reused.

End-of-life: Materials or products are stored, stockpiled, disposed or processed for recycling.

approaches will be used to implement the actions. In the action tables on the following pages, one or more implementation approach is identified for each action that are described below.

Legislative agendas	State-level public policy priorities identified by Metro and/or local government elected bodies.
Partnership agreements	Agreements between Metro and local governments, and Metro or local governments with non-profit and community-based organizations.
Metro and/or local government code and authorizations	Formal actions taken through code amendments, administrative reviews, licenses, franchises and other instruments.
Regional work groups	Regional work groups convened by Metro to assist in developing programs and activities to achieve the goals and actions of the plan.
Grants	Investments in non-profit and for-profit organizations to achieve the goals and actions of the plan.
Existing programs	Actions may be associated with existing program plans and partnerships implemented by Metro, city, county and state agencies.


Metro, in collaboration with local governments, will develop multi-year work plans to prioritize implementation of the actions. These work plans will include estimated resources needed to complete the work that will inform budget needs and decisions from all the agencies.

DIRECTIVE ACTIONS

The plan includes both directive and non-directive actions. Directive actions are those that are binding on local governments and typically set forth in Metro Code, Chapter 5.10. Existing and potential future directive actions are shaded in the tables on the following pages. Any new requirements will be developed in consultation with local governments and go through Metro’s legislative approval process.

ADVANCING EQUITY

Actions with the greatest opportunity to advance equity, as characterized by the plan principles, are identified with the “E” icon below. The Equity Work Group was primarily responsible for making this designation.

 = greatest potential for advancing racial equity

SHARED PROSPERITY

Goal 1: Increase engagement of youth and adults historically underrepresented in garbage and recycling decision-making through civic engagement and leadership opportunities.

ACTIONS TO BE COMPLETED BY 2030	LEAD AGENCY	STATUS	IMPLEMENTATION APPROACH
E 1.1. Add representation of historically marginalized community members, including youth, to advisory committees, such as Metro and local government solid waste advisory committees.	Metro Cities Counties	NEW	Code and authorizations
E 1.2. Evaluate and refine a public sector paid internship program to increase engagement of youth and adults in garbage and recycling careers and decision-making, with an emphasis on communities of color and other marginalized communities.	Metro Cities Counties	In progress	Existing programs
1.3. Partner with organizations to engage youth in leadership opportunities for social, economic and environmental issues related to garbage and recycling.	Metro Cities Counties	In progress	Existing programs

Goal 2: Increase the percentage of garbage and recycling system revenue that benefits local communities and companies owned by people of color and other underrepresented groups.

ACTIONS TO BE COMPLETED BY 2030	LEAD AGENCY	STATUS	IMPLEMENTATION APPROACH
E 2.1. Develop Metro and local government procurement policies to increase the amount of spending on solid waste-related services that goes to locally-owned companies, with an emphasis on minority-owned and women-owned businesses.	Metro Cities Counties	NEW	Code and authorizations
E 2.2. Implement strategies, in consultation with community organizations that can be adopted by local governments to ensure greater racial equity in the ownership and management of collection service providers.	Cities Counties	NEW	Code and authorizations
E 2.3. Utilize grant programs to invest in businesses and non-profit organizations to strengthen regional efforts to reduce waste, make better use of the waste that is produced, and help	Metro	NEW	Grants

foster economic opportunities for communities of color and others who have historically been left out of the garbage and recycling system.

Goal 3: Ensure that all jobs in the garbage and recycling industry pay living wages and good benefits.

ACTIONS TO BE COMPLETED BY 2030	LEAD AGENCY	STATUS	IMPLEMENTATION APPROACH
E 3.1. Establish a living wage and benefits standard for lowest paid positions in the solid waste industry and update the standard on a regular basis.	Metro Cities Counties	NEW	Code and authorizations
E 3.2. Incorporate “good jobs” provisions regarding wages, benefits, workforce diversity and career pathways into public sector solid waste investments, operations contracts, franchises, licenses and other procurement and regulatory instruments.	Metro Cities Counties	NEW	Code and authorizations
E 3.3. Conduct baseline and regular follow-up studies of wages and benefits of workers in the solid waste sector in the greater Portland area to inform “good jobs” provisions.	Metro	NEW	Regional work groups
E 3.4. Reduce the use of temporary and contract workers in the region’s solid waste industry.	Metro	NEW	Regional work groups; Code and authorizations
3.5. Evaluate the use of Metro employees to fully operate Metro-owned transfer stations.	Metro	NEW	

Goal 4: Increase the diversity of the workforce in all occupations where people of color, women and other historically marginalized communities are underrepresented.

ACTIONS TO BE COMPLETED BY 2030	LEAD AGENCY	STATUS	IMPLEMENTATION APPROACH
E 4.1. Implement a workforce development and readiness program for garbage and recycling industry jobs.	Metro	NEW	Partnership agreements
E 4.2. Develop an effective career pathways strategy that aims to increase the diversity of workers in all solid waste occupations, including management positions.	Metro	NEW	Partnership agreements

E	4.3. Conduct baseline and regular follow-up studies of workforce diversity, including an assessment of barriers to hiring and retention of people of color, women and other underrepresented workers, in the regional garbage and recycling industry.	Metro	NEW	Regional work groups
E	4.4. Work with private garbage and recycling service providers and community-based organizations to design and implement programs that address safety, bullying and harassment in the workplace throughout the solid waste industry.	Metro	NEW	Partnership agreements
E	4.5. In partnership with community-based organizations, create workforce development programs within the reuse sector that focus on people with barriers to employment.	Metro Cities Counties	NEW	Partnership agreements

PRODUCT DESIGN & MANUFACTURING

Goal 5: Reduce the environmental and human health impacts of products and packaging that are made, sold, used or disposed in Oregon.

ACTIONS TO BE COMPLETED BY 2030		LEAD AGENCY	STATUS	IMPLEMENTATION APPROACH
E	5.1. Advocate for legislation that minimizes chemicals of concern in products and packaging and requires the disclosure of product chemical data to consumers.	Metro Cities Counties	In progress	Legislative agendas
E	5.2. Assist the Oregon Health Authority in implementing the 2015 Oregon Toxic Free Kids Act that requires manufacturers of children's products sold in Oregon to report products containing high-priority chemicals of concern.	Metro	In progress	Partnership agreements
	5.3. Partner with the State of Oregon to provide incentives to manufacturers for developing sustainable manufacturing techniques, including green chemistry, for products and packaging sold in Oregon.	Metro	NEW	Legislative agendas

5.4.	Advocate for product stewardship legislation and other policy approaches that can achieve the greatest reduction in environmental and human health impacts from products and packaging made, used or disposed in the region.	Metro Cities Counties	In progress	Legislative agendas
5.5.	Advocate for legislation that would require building products sold and used in Oregon to be free of highly toxic materials.	Metro Cities Counties	NEW	Legislative agendas
5.6.	Advocate for standards for high-impact products including phase-outs or bans.	Metro Cities Counties	NEW	Legislative agendas

PRODUCT CONSUMPTION & USE

Goal 6: Reduce product environmental impacts and waste through educational and behavioral practices related to prevention and better purchasing choices.

ACTIONS TO BE COMPLETED BY 2030		LEAD AGENCY	STATUS	IMPLEMENTATION APPROACH
E	6.1. Provide culturally responsive and developmentally appropriate school-based education programs about the connections between consumer products, people and nature.	Metro	In progress	Existing programs; Partnership agreements
E	6.2. Provide culturally responsive community education and assistance about the connections between consumer products and impacts on people and nature.	Metro Cities Counties	In progress	Existing programs; Partnership agreements
	6.3. Provide and increase accessibility to education and tools to help residents and businesses reduce their use of the single-use products with the greatest environmental impacts.	Metro Cities Counties	In progress	Existing programs; Partnership agreements
E	6.4. Partner with communities of color and others to increase awareness about high-risk chemical products and reduce their use and exposure.	Metro	NEW	Partnership agreements
	6.5. Assist households and businesses in the adoption of practices that prevent the wasting of food and other high impact materials.	Metro Cities Counties	In-progress	Existing programs

6.6. Support implementation of Oregon State University's SolvePestProblems.org as a primary tool for education and resources on Integrated Pest Management.	Metro	In progress	Existing programs
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Goal 7: Reduce product environmental impacts and waste through policies that support prevention practices and better purchasing choices.

ACTIONS TO BE COMPLETED BY 2030	LEAD AGENCY	STATUS	IMPLEMENTATION APPROACH
7.1. Implement procurement policies for Metro and local governments that prioritize the purchase of products and services with low environmental and human health impacts.	Metro Cities Counties	In progress	Code and authorizations
7.2. Implement policies that will reduce the use of single-use products such as single-use plastic bags.	Metro Cities Counties	In progress	Code and authorizations
7.3. Advocate for the reclassification of high risk nonagricultural pesticides to restricted use status in Oregon.	Metro	NEW	Legislative agendas
7.4. Implement policies and programs that lead to the construction of less resource-intensive buildings, including improvements to Oregon Reach Code and baseline building codes to address material selection preferences and restrictions, incentives for space-efficient homes, and removal of barriers to adopting lower-impact materials.	Metro Cities Counties	In progress	Existing programs

PRODUCT END-OF-LIFE MANAGEMENT

Goal 8: Increase the reuse, repair and donation of materials and consumer products.

ACTIONS TO BE COMPLETED BY 2030	LEAD AGENCY	STATUS	IMPLEMENTATION APPROACH
E 8.1. Support efforts to ensure that surplus, nutritionally dense edible food is made available to communities experiencing hunger in the region.	Metro Cities Counties	In progress	Partnership agreements; Grants
8.2. Implement strategies to increase the salvage of building materials for reuse without increasing exposure to toxics.	Metro	In progress	Partnership agreements; Grants

8.3. Advocate for research-informed changes to building codes and other regulations to increase use of reused and deconstructed materials.	Metro Cities Counties	In progress	Legislative agendas
8.4. Expand the collection of reusable items at public and private transfer stations, in partnership with reuse and repair organizations.	Metro	In progress	Partnership agreements
8.5. Invest in neighborhood-scale reuse and repair services and infrastructure.	Metro Cities Counties	NEW	Partnership agreements; Grants
8.6. Support implementation of Oregon Department of Environmental Quality's Reuse, Repair and Extended Product Lifespan Strategic Plan.	Metro Cities Counties	In progress	Partnership agreements

Goal 9: Increase knowledge among community members about garbage, recycling and reuse services.

ACTIONS TO BE COMPLETED BY 2030	LEAD AGENCY	STATUS	IMPLEMENTATION APPROACH
9.1. Provide culturally responsive education and assistance for garbage, recycling and reuse services to residents and businesses.	Metro Cities Counties	In progress	Regional work groups; Existing programs
9.2. Utilize Metro's Recycling Information Center to serve all residents and businesses in the region as a clearinghouse for prevention, reuse, recycling and disposal information.	Metro	In progress	Existing programs
9.3. Ensure that community education and volunteer development courses, such as Master Recycler, are relevant, accessible and culturally responsive to all communities.	Metro Cities Counties	In progress	Partnership agreements

Goal 10: Provide regionally consistent services for garbage, recyclables and other priority materials that meet the needs of all users.

ACTIONS TO BE COMPLETED BY 2030	LEAD AGENCY	STATUS	IMPLEMENTATION APPROACH
10.1. Provide comprehensive collection services, and supporting education and assistance, for source-separated recyclables, source-separated food scraps and garbage in compliance with state, regional and local requirements, including the Regional Service Standard, Business Recycling Requirement and Business Food Waste Requirement in Metro Code.	Cities Counties	In progress	Code and authorizations
E 10.2. Implement minimum service levels or performance standards for all collected materials for multifamily and commercial tenants.	Metro Cities Counties	NEW	Code and authorizations
E 10.3. Implement regional standards for collection container colors, signage and other related informational materials for single-family, multifamily and commercial services.	Metro Cities Counties	NEW	Code and authorizations
10.4. Provide convenient, accessible and equitable collection of hazardous waste from households and Conditionally Exempt Generators, prioritizing communities with greatest need.	Metro	In progress	Existing programs; Partnership agreements
E 10.5. Provide regularly-occurring bulky waste collection service, with particular emphasis on multifamily communities and lower income households.	Cities Counties	NEW	Code and authorizations
E 10.6. Establish standards for collection areas for existing and newly constructed multifamily properties to ensure residents have adequate access to garbage, recyclables and food scraps collection containers.	Metro Cities Counties	NEW	Code and authorizations
E 10.7. Partner with community health organizations to expand options for collection of hypodermic needles and other types of medical waste, prioritizing individuals with the greatest barriers to service.	Metro	NEW	Partnership agreements

10.8. Advocate for statewide legislation, or implement regional policies, to increase the types of products and packaging for which manufacturers and retailers provide environmentally sound, convenient and accessible take-back programs.	Metro Cities Counties	In progress	Legislative agendas
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Goal 11: Address and resolve community concerns and service issues.

ACTIONS TO BE COMPLETED BY 2030	LEAD AGENCY	STATUS	IMPLEMENTATION APPROACH
E 11.1. Provide cultural competence training to Metro, local government and collection service providers customer service representatives.	Metro Cities Counties	NEW	Partnership agreements
E 11.2. Improve feedback loops between haulers, local governments and Metro to address collection service issues for households and businesses.	Cities Counties	In progress	Regional work groups
11.3. Provide inclement weather notifications to customers in multiple languages and through a variety of media.	Cities Counties Metro	NEW	Code and authorizations
E 11.4. Provide services to clean up illegal dumps on public property, prioritizing communities with greatest need.	Metro Cities Counties	In progress	Existing programs
11.5. Research the root causes that contribute to illegal dumping and how they can be addressed.	Metro	NEW	Regional work groups
E 11.6. Implement garbage and recycling collection services for people experiencing homelessness.	Metro Cities Counties	NEW	Partnership agreements

Goal 12: Manage all garbage and recycling operations to reduce their nuisance, safety and environmental impacts on workers and the public.

ACTIONS TO BE COMPLETED BY 2030	LEAD AGENCY	STATUS	IMPLEMENTATION APPROACH
<p>E 12.1. Minimize the health and safety impacts of solid waste operations on employees, customers and neighboring communities, with particular focus on low income communities and communities of color, and identify methods for repairing past harm.</p>	Metro Cities Counties	In progress	Code and authorizations; Regional work groups
<p>E 12.2. Implement consistent and enforceable nuisance and safety standards for all solid waste facilities within the system.</p>	Metro	In progress	Code and authorizations
<p>12.3. Implement environmental and safety standards for all on-road and off-road solid waste fleet vehicles.</p>	Metro Cities Counties	In progress	Partnership agreements; Code and authorizations
<p>12.4. Implement sustainability practices in the operation of public and private solid waste facilities to reduce energy use, utilize renewable energy, reduce equipment emissions, maximize the use of safe alternatives to toxic materials and achieve other environmental objectives.</p>	Metro	In progress	Regional work groups; Code and authorizations
<p>12.5. Regulate collection of solid waste materials by collectors not otherwise regulated by local governments.</p>	Cities Counties	NEW	Code and authorizations
<p>12.6. Regulate facilities accepting garbage, recycling, food scraps, yard debris and other solid waste generated from the region to advance progress towards achieving this plan’s goals.</p>	Metro	In progress	Code and authorizations
<p>12.7. Require post-collection material recovery for marketable materials that will advance progress towards achieving this plan’s goals and targets.</p>	Metro	In progress	Code and authorizations

Goal 13: Invest in communities that receive garbage and recyclables from the Metro region, so that solid waste facilities are regarded as assets by those communities.

ACTIONS TO BE COMPLETED BY 2030	LEAD AGENCY	STATUS	IMPLEMENTATION APPROACH
E 13.1. Expand the host community enhancement program to include all solid waste-handling facilities that impact neighboring communities, increase funding and prioritize diversity, equity and inclusion elements in grant funding criteria.	Metro	NEW	Code and authorizations
13.2. Implement annual volunteer projects and collection/recycling events in neighborhoods affected by solid waste facilities.	Metro	NEW	Partnership agreements; Grants
E 13.3. Require each solid waste facility to work towards a good neighbor agreement with its host community.	Metro	NEW	Code and authorizations
E 13.4. Evaluate Community Benefit Agreements as a potential tool for garbage and recycling facilities to invest in host communities.	Metro	NEW	Regional work groups

Goal 14: Adopt rates for all services that are reasonable, responsive to user economic needs, regionally consistent and well understood.

ACTIONS TO BE COMPLETED BY 2030	LEAD AGENCY	STATUS	IMPLEMENTATION APPROACH
14.1. Implement transparent and consistent annual rate-setting processes for all collection service providers.	Cities Counties	In progress	Existing programs; Code and authorizations
14.2. Implement transparent and consistent annual rate-setting processes for all facilities.	Metro	In progress	Existing programs; Code and authorizations
14.3. Establish rates across the region that are consistent for like services.	Metro Cities Counties	NEW	Regional work groups; Code and authorizations
E 14.4. Implement a low-income rate assistance program for residential collection services	Cities Counties	NEW	Regional work groups; Code and authorizations

14.5. Evaluate alternative models for collection, processing and transfer services to identify which would deliver the best environmental, financial, efficiency and equity outcomes.	Metro Cities Counties	NEW	Regional work groups
14.6. Implement strong financial performance reporting standards to provide greater certainty on the financial viability of facilities serving the Metro region.	Metro	NEW	Code and authorizations
14.7. Require that local governments annually provide information to residents about the components of their garbage and recycling collection rate.	Metro	NEW	Partnership agreements

Goal 15: Improve the systems for recovering recyclables, food scraps and yard debris to make them resilient to changing markets and evolving community needs.

ACTIONS TO BE COMPLETED BY 2030	LEAD AGENCY	STATUS	IMPLEMENTATION APPROACH
15.1. Implement regionally consistent contamination reduction efforts to improve material quality, including education, collection equipment changes and customer feedback methods.	Metro Cities Counties	In progress	Regional work groups
15.2. Regularly assess the list of curbside recyclables collected in the region relative to end-markets, life cycle environmental benefits, community needs and forecasting of future materials in the waste stream.	Metro Cities Counties	In progress	Regional work groups
E 15.3. Develop public-private partnerships to expand local markets for priority recyclable materials, with an emphasis on minority-owned and other underrepresented business owners.	Metro	NEW	Partnership agreements; Grants
15.4. Fund investments to improve the performance of material recovery facilities through collection rates and/or other mechanisms.	Metro Cities Counties	NEW	Existing programs; Grants

15.5. Facilitate the permitting of composting facilities to process mixed residential yard debris and food scraps, while ensuring minimal impacts on neighboring communities.	Metro Cities Counties	In progress	Regional work groups; Code and authorizations
15.6. Implement stronger linkages between recycling collection programs and material recovery facilities through processing performance standards, supply agreements, regulatory oversight and/or other means.	Metro Cities Counties	NEW	Code and authorizations
15.7. Identify and implement changes to recycling collection programs and material recovery facility operations to meet the specifications of a broad range of markets.	Metro Cities Counties	NEW	Regional work groups; Code and authorizations
15.8. Advocate for statewide policies, or implement regional policies, that create a preference, incentive or requirement for use of recycling end-markets in Oregon and the Northwest.	Metro Cities Counties	In progress	Legislative agendas
15.9. Advocate for expansion of the statewide bottle bill program to include additional containers.	Metro Cities Counties	In progress	Legislative agendas
15.10. Evaluate whether a policy to increase garbage tip fees would further incentivize waste prevention and recovery, without harming ratepayers and providing revenue windfalls to transfer station operators.	Metro	NEW	Regional work groups

Goal 16: Maintain a system of facilities, from smaller recycling drop-off depots to larger full-service stations, to ensure equitable distribution of, and access to, services.

ACTIONS TO BE COMPLETED BY 2030	LEAD AGENCY	STATUS	IMPLEMENTATION APPROACH
16.1. Locate garbage transfer stations and allocate material tonnage to them to best benefit the public relative to geographic equity and access to service, and to reduce environmental and human health impacts.	Metro	In progress	Code and authorizations
16.2. Locate recycling and food scraps transfer and recovery facilities to best benefit the public relative to geographic equity and access to service, and to reduce environmental and human health impacts.	Metro	In progress	Code and authorizations

E	16.3. Improve interagency and community collaboration on siting and authorizing proposed solid waste facilities to reduce potential impacts on neighboring communities.	Metro	In progress	Regional work groups
	16.4. Maintain public ownership of facilities to ensure that a range of services are accessible to residents at equitable and affordable rates.	Metro	In progress	Code and authorizations
	16.5. Evaluate the feasibility of establishing a publicly-owned facility in Washington County to accept and transfer garbage, recycling, food scraps and household hazardous waste and other materials.	Metro Cities Counties	NEW	Regional work groups
	16.6. Expand and improve access to services provided at Metro South Transfer Station	Metro	In progress	Existing programs
	16.7. Implement the Metro Transfer System Configuration policy.	Metro	In progress	Code and authorizations

DISASTER RESILIENCE

Goal 17: Effectively coordinate public and private partners in planning for the impact of disasters on the solid waste system.

ACTIONS TO BE COMPLETED BY 2030		LEAD AGENCY	STATUS	IMPLEMENTATION
E	17.1. Develop a regional solid waste emergency management response and recovery framework in partnership with local governments and community organizations that prioritizes those most vulnerable in disaster.	Metro Cities Counties	In progress	Regional work groups
	17.2. Conduct periodic exercises to test and practice the implementation of disaster debris plans.	Metro Cities Counties	NEW	Regional work groups; Partnership agreements
	17.3. Develop a coordinated preparedness and response messaging program that is accessible and culturally responsive.	Metro Cities Counties	NEW	Regional work groups; Partnership agreements

17.4. Develop a database of existing public and private solid waste infrastructure capabilities that can be integrated with other public databases.	Metro	NEW	Partnership agreements
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Goal 18: Ensure routine garbage and recycling collection, processing, transport, and disposal operations can be restored quickly following a system disruption.

ACTIONS TO BE COMPLETED BY 2030	LEAD AGENCY	STATUS	IMPLEMENTATION
18.1. Implement strategies to maximize access to critical solid waste infrastructure during disruptions.	Metro Cities Counties	In progress	Regional work groups; Partnership agreements
18.2. Implement requirements for solid waste system service providers to prepare and maintain emergency operations and continuity of operations plans.	Metro Cities Counties	NEW	Regional work groups; Code and authorizations
18.3. Prioritize the use of the current solid waste infrastructure for the processing of normal garbage and recycling, rather than for disaster debris, following a debris-generating incident.	Metro Cities Counties	In progress	Partnership agreements
18.4. Develop disaster resiliency standards for the design and construction of new facilities or when existing facilities are renovated.	Metro	NEW	Regional work groups; Code and authorizations
18.5. Develop engineering and financing strategies to facilitate the seismic retrofit of existing public and private solid waste infrastructure.	Metro	NEW	Regional work groups
18.6. Conduct periodic assessments of solid waste system facilities for vulnerabilities to different hazards.	Metro	NEW	Regional work groups

Goal 19: Plan disaster debris response operations to expedite the clearance and removal of debris, making the best use of locally-based services and materials and maximizing recovery.

ACTIONS TO BE COMPLETED BY 2030	LEAD AGENCY	STATUS	IMPLEMENTATION
19.1. Identify and pre-authorize debris management sites throughout the region.	Metro Cities Counties	In progress	Partnership agreements

E	19.2. Develop incentives for debris management contractors to prioritize the purchase of services and materials from locally owned companies, with an emphasis on minority-owned and women-owned businesses.	Metro	In progress	Partnership agreements
	19.3. Develop agreements and contracts with service providers and partner jurisdictions to ensure rapid mobilization of regional and out-of-region resources during emergency response operations.	Metro Cities Counties	In progress	Partnership agreements
	19.4. Develop strategies for the safe reuse, recycling and disposal of materials following a debris-generating incident.	Metro	In progress	Regional work groups; Partnership agreements
	19.5. Create incentives or requirements for debris management contractors to collect and separate debris materials for reuse and recycling.	Metro	In progress	Partnership agreements

Measuring Progress

Overview

Implementation of the plan’s goals and actions will take place over twelve years. With an effective measurement strategy, Metro and local governments will be able to demonstrate the positive impacts the plan’s activities are having on the region, highlight opportunities for improvement and evaluate which programs and projects are helping the region achieve its desired outcomes. The measurement approach consists of two distinct elements:

1. Progress report on the plan’s impacts through the measurement of key indicators
2. Progress report on the status of the implementation of the plan’s actions

Key Indicators

Key indicators are intended to communicate the overall trajectory of progress to a broad audience. They draw from the plan values to demonstrate the overall performance of the plan. A number of the key indicators are new measures that would require investment. As of the date of adoption of this plan, most of the indicators need additional work to develop baseline data and evaluation methodologies, but Metro is confident that work can be completed within the first year or two of the plan.

Key Indicator	Lead Agency	Status
1. Greenhouse gas emissions associated with the products and services consumed in the Metro region (<i>Environment and Health value</i>)	Metro	Ready
2. Annual tons of waste generated (<i>Resource Conservation value</i>)	Metro	Ready
3. Number, geographic location and demographics of youth reached through education programs (<i>Environmental Literacy value</i>)	Metro	Ready
4. Share of multifamily communities with adequate collection services (<i>Service Excellence and Equity value</i>)	Metro Cities Counties	Investment needed
5. Recycling contamination by sector (<i>Operational Resilience value</i>)	Metro	Investment needed
6. Median wage in the waste management industry by race/ethnicity/gender (<i>Economic Well-Being value</i>)	Metro Cities Counties	Investment needed

Goal Indicators

The plan will also have goal-level indicators that are intended to measure the progress of specific programs, policies or investments that are linked to the attainment of the 2030 Regional Waste Plan goals. A number of the goal indicators will also inform the key indicators. These goal indicators are in development and will be included in the draft plan.

Action Implementation

On an annual basis, Metro will report on the status of each action and whether or not it has been implemented.

Appendix A

2030 Regional Waste Plan

Technical Work Group Membership

During March 2018 to April 2018, eight work groups were convened to draft actions for achieving the 2030 Regional Waste Plan goals. Below is a list of the members of each work group.

Quality Service

Peter Brandom	City of Hillsboro
Shannon Martin	City of Gresham
Kelly Stewart	Clackamas County
Andy Kahut	Kahut Waste Services
Juan Carlos Gonzalez	Equity Work Group
Jami LeBaron	ROSE Community Development
Sara Kirby	Metro facilitator
Jennifer Erickson	Metro technical staff

Garbage and Recycling Operations

Janine Wilson	Clean Air Safe Environment
Kristin Leichner	Pride Disposal
Audrey O'Brien	Oregon Department of Environmental Quality
Carl Peters	Recology
Theresa Koppang	Washington County
Bruce Walker	City of Portland
Hays Witt	Hays Witt Strategies
Rob Nathan	Metro facilitator
Dan Blue	Metro technical

Education and Information

Laura Kutner	Trash for Peace
Elizabeth Cole	City of Beaverton
Lauren Norris	Master Recyclers
Laurel Bates	Clackamas County
Elaine Blatt	Oregon Department of Environmental Quality
Maureen Quinn	Oregon State University
Nicole Hernandez-Marrs	Metro facilitator
Darwin Eustaquio	Metro technical staff

Good Jobs

Emma Brennan	Participants Oregon Tradeswomen/Equity Work Group
Therese McLain	Republic Services

Arianne Sperry	City of Portland
Dean Kampfer	Waste Management
Pat Daniels	Constructing Hope
Kim Taylor	Metro facilitator
Molly Chidsey	Metro technical staff

Reduce, Reuse, Repair

Jenna Garmon	Metro facilitator
Scott Klag	Metro technical staff
David Allaway	Oregon Department of Environmental Quality
Yoana Molina	Rosewood Initiative
Dave Lowe	Rebuilding Center
Scott Keller	City of Beaverton
Lauren Gross	Repair PDX
John Klosterman	Oregon Food Bank

Economic Prosperity

Pete Chism-Winfield	City of Portland
Dylan de Thomas	Recycling Partnership
Andre Bealer	National Association of Minority Contractors/Equity Work Group
Terrell Garrett	Greenway Recycling
Tracy Sagal	Metro facilitator
Bryce Jacobson	Metro technical staff

Preparedness and Resilience

Heather Kuoppamaki	Oregon Department of Environmental Quality
Thomas Egleston	Washington County
Kevin Veaudry-Casaus	City of Portland
Jason Hudson	Waste Connections
Eben Polk	Clackamas County
John Warner	Pearl District Neighborhood Emergency Team (NET)
Jim Quinn	Metro facilitator
Daniel Nibouar	Metro technical staff

Healthy Products

Marilou Carrera	Oregon Health Equity Alliance/Equity Work Group
Kyle Diesner	City of Portland
Sharetta Butcher	North by Northeast Health Center
Jen Coleman	Oregon Environmental Council
Ali Briggs-Ungerer	
Minal Mistry	Oregon Department of Environmental Quality
Jon Mayer	Metro facilitator
Carl Grimm	Metro technical staff

MPAC Worksheet for Oct. 10, 2018

Agenda Item Title: Adoption of the 2018 Regional Transportation Plan and Strategies – RECOMMENDATION TO THE METRO COUNCIL REQUESTED

Presenters: Elissa Gertler, Planning and Development Director
Kim Ellis, RTP Project Manager

Contact for this worksheet/presentation: Kim Ellis (kim.ellis@oregonmetro.gov) x1617

PURPOSE/OBJECTIVE

Request MPAC’s recommendation to the Metro Council on adoption of the 2018 Regional Transportation Plan (RTP) and strategies for transit, freight, safety and emerging technology.

On September 19, the Metro Technical Advisory Committee (MTAC) recommended that MPAC recommend the Metro Council approve the 2018 RTP and strategies for transit, freight, safety and emerging technology. MTAC also recommended that MPAC discuss the following topics and related MTAC recommendations:

1. **MPAC DISCUSSION TOPIC #1 – Integration of Green Infrastructure and Natural Resource protection** (See Exhibit C recommendations for #1, #2, #26, #98, #102, #147, #148 and #149)
2. **MPAC DISCUSSION TOPIC #2 – Climate Smart Strategy Implementation and Evaluation Findings** (See Exhibit C recommendation for #135)

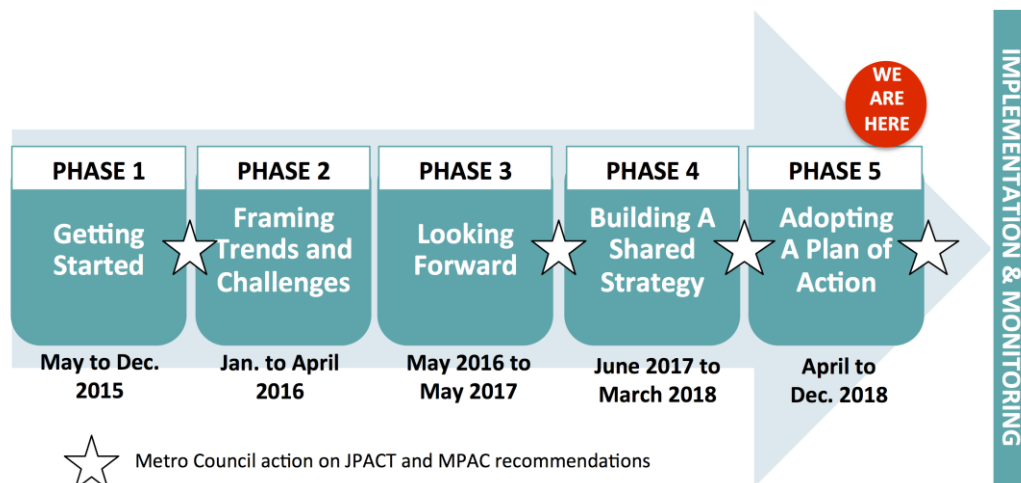
ACTION REQUESTED/OUTCOME

Recommend Metro Council approval of Ordinance No. 18-1421, Resolution No. 18-4892, Resolution No. 18-4893, Resolution No. 18-4894 and Resolution No. 18-4869, including MTAC recommendations contained in Exhibit B and Exhibit C to Ordinance No. 18-1421.

BACKGROUND

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 strategies for freight, transit, safety and emerging technology.

Figure 1. Timeline for 2018 Regional Transportation Plan Update



WHAT HAS CHANGED SINCE MPAC LAST CONSIDERED THIS ITEM?

1. FINAL PUBLIC COMMENT PERIOD COMPLETED. A final 45-day public comment period was held from Friday, June 29 to Monday, August 13, 2018. Comments were received through September 6. 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 emails, letters and verbatim responses to the online survey are included in the final public comment report.
- **Public hearing** – The Metro Council held a public hearing on August 2 and received testimony from 7 community members. The closed caption transcript of hearing testimony is included in the final public comment report.
- **Consultation** – Metro staff invited four Native American Tribes and several federal, state and local resource, wildlife, land management and regulatory agencies to consult on the public review draft RTP and strategies in accordance with [23 CFR 450.316](#). Metro convened four separate consultation meetings on August 6, 14 and 21 and September 6. Summaries of all consultation meetings are included in the final public comment report.

A summary of the public comment report is provided in the packet. A [final public comment report](#) and [appendices to the public comment report](#) documenting all comments received are available to download at www.oregonmetro.gov/rtp.

2. TPAC AND MTAC REVIEWED PUBLIC COMMENTS AND METRO STAFF RECOMMENDATIONS THAT RESPOND TO PUBLIC COMMENTS. On August 29, Metro convened a joint workshop of the Transportation Policy Alternatives Committee (TPAC) and MTAC to review draft Metro staff recommendations that respond to public comments received. On September 7, TPAC identified and discussed several Metro staff recommendations. MTAC considered TPAC’s discussion and recommended amendments to the draft RTP and strategies that respond to public comments.

3. ON SEPTEMBER 19, MTAC RECOMMENDED APPROVAL OF THE 2018 RTP AND STRATEGIES FOR TRANSIT, FREIGHT, SAFETY AND EMERGING TECHNOLOGY AND IDENTIFIED TWO ITEMS FOR MPAC DISCUSSION. MTAC’s recommendation includes recommended changes to the draft RTP and strategies as reflected in draft Exhibit C to Ordinance No. 18-1421 (Summary of Comments Received and Recommended Actions – dated 9/26/18). As part of the recommendation, MTAC identified two items for discussion by MPAC as the committee finalizes its recommendation to the Metro Council. Further, MTAC acknowledged that TPAC may recommend additional changes for JPACT consideration when making their recommendation on October 5. Staff will report substantive changes, if any, recommended by TPAC for MPAC consideration on October 10.

To help prepare MPAC for their discussion and final recommendation to the Metro Council on October 10, the following is a summary of MTAC's recommendations on topics proposed for MPAC discussion. **The discussion topics are highlighted in green in Exhibit C to Ordinance No. 18-1421 (dated 9/26/2018).**

PROPOSED ITEMS IDENTIFIED BY MTAC FOR MPAC DISCUSSION

MPAC DISCUSSION TOPIC #1 – INTEGRATION OF GREEN INFRASTRUCTURE AND NATURAL RESOURCE PROTECTION

(See Exhibit C recommendations for #1, #2, #26, #98, #102, #147, #148 and #149)

This topic was identified for MPAC discussion because MTAC recommendations contained in Exhibit C for comments #1, #2, #26, #98, #102, #147, #148 and #149 reflect significant new information, not previously discussed by MPAC during the 2018 RTP update. MTAC's recommendation includes the following:

1. **Comments #1 and #2** - Add three new environmental objectives to the updated RTP Goal 6 (Healthy Environment). The draft objectives are consistent with existing regional policy expressed in the Metropolitan Greenspaces Master Plan, the Nature in Neighborhoods policy in the Regional Framework Plan, Title 3 (Water Quality and Flood Management) and Title 13 (Nature in Neighborhoods) of the Urban Growth Management Functional Plan and Title 1 (Transportation System Design) of the Regional Transportation Functional Plan.
2. **Comment #26** – Amend the RTP glossary to include the following terms and definitions: green infrastructure, mitigation and practicable.
3. **Comment #98** – Amend section 8.2.2.8 (Complete Streets Program) to add the following language, "Metro staff will work with cities, counties, ODOT, TriMet, the Audubon Society of Portland, Metro Parks and Natural Areas department, members of the Regional Conservation Strategy working group, the Street Trust, Oregon Walks and other interested parties to review and update the design policy section of the RTP prior to completion of the next RTP update (due in 2023). The focus of this work will be to reflect updates to the regional design guidelines that will be finalized in 2019 and to better integrate green infrastructure and natural resource protection. This work will result in a set of recommended design policies for consideration by IPACT, MPAC and the Metro Council prior to inclusion in the RTP." This recommendation provides more time to meaningfully develop and review new design-related policies, pending completion of updates to the Designing Livable Streets guidelines.
4. **Comment #98** – Amend Appendix F to add a summary table of "Potential Mitigation Strategies by Resource Area," complementing the more generalized description of potential mitigation strategies already in the draft RTP Appendix F (dated July 20, 2018). In addition, add the following language, "The transportation system planning process provides an opportunity to identify natural resources that could be affected by proposed projects and warrant special consideration during the more detailed project development process. While specific project designs and mitigation strategies are identified during the project development process, it is useful to identify potential impacts during the transportation system planning process to better scope project costs and to provide a general understanding of the overall potential impacts of projects in the plan on natural resources.

The potential mitigation strategies are drawn from various federal, state, regional and local resources, including the habitat-friendly development practices identified in Title 3 and 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. These strategies may be established in consultation with relevant federal, state and local agencies as well as interested parties responsible for, and interested in, environmental stewardship. Identification of potential transportation impacts during project development is done using Title 3 and Title 13 resource inventory data as a baseline, with acknowledgement that this data may be complemented with more current, jurisdictionally-adopted inventory data.

The project-level environmental review and permitting process is a separate and more detailed process than what is required for the RTP. This is because 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. Further, 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.

The following information identifies resource areas that should be considered during the planning process to identify potential natural resource impacts as well as potential mitigation strategies to be considered during the project development phase. Table 4, provided at the end of this section summarizes this information.”

Table 4 goes at the end of the appendix.

5. **Comment #102** – Amend Section 3.3.4 to add a table providing examples of how green infrastructure can help achieve regional goals.

Table 3. X Examples of How Green Infrastructure Can Help Achieve RTP Goals

<u>RTP Goal</u>	<u>Examples of how green infrastructure can help achieve RTP goals</u>
<u>Vibrant Communities</u>	<u>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.</u>
<u>Shared Prosperity</u>	<u>Green infrastructure can promote economic growth as a valued public amenity, create construction and maintenance jobs, add to property value, support walkable and bikeable communities, businesses and commercial districts, and lower the costs associated with climate change.</u>
<u>Transportation Choices</u>	<u>Green streets can promote active travel and access to transit by providing enjoyable routes that are shaded and buffered from traffic.</u>
<u>Reliability and Efficiency</u>	<u>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.</u>
<u>Safety and Security</u>	<u>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.</u>
<u>Healthy Environment</u>	<u>Green infrastructure can enhance and protect the natural environment by supporting clean air and water, filtering stormwater runoff, reducing erosion, protecting, creating and connecting habitat for birds, fish and other wildlife.</u>
<u>Healthy People</u>	<u>Green infrastructure can reduce water, air, noise and light pollution, encourage active lifestyles and link people to trails, parks and nature that enhance human health and well-being.</u>

RTP Goal	Examples of how green infrastructure can help achieve RTP goals
Climate Leadership	<u>Trees and green infrastructure can 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.</u>
Equitable Transportation	<u>Clean air and water and access to nature can be improved and habitat can be preserved and enhanced when green infrastructure is provided in historically marginalized communities.</u>
Fiscal Stewardship	<u>Protecting the environment and natural resources today can save money for the future and reduce infrastructure construction and maintenance costs.</u>
Transparency and Accountability	<u>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.</u>

In addition, amend Section 3.3.4, as recommended in Exhibit C, to summarize potential impacts of transportation on resources and potential strategies to avoid, minimize or mitigate potential impacts; add language to the effect of “Identification of potential transportation impacts during project development is done using Title 3 and Title 13 resource inventory data as a baseline, with acknowledgement these inventories may be complemented with other publicly-adopted inventories;” add examples potential mitigation strategies by resource area; and add a sentence referencing Appendix F as a source for more information on potential mitigation strategies.

- Comments #147, #148 and #149** – Add the following language to MPAC’s recommendation to the Metro Council, “For the RTP and other planning efforts to adequately consider potential environmental impacts of transportation projects, more timely review of Title 3 and Title 13 resource inventories and related implementation and monitoring programs is necessary. MPAC requests that Metro prioritize this work in the future.”

MPAC DISCUSSION TOPIC #2 – CLIMATE SMART STRATEGY IMPLEMENTATION AND EVALUATION FINDINGS

(See Exhibit C recommendation for #135)

This topic was identified for discussion to ensure MPAC members are aware the public review draft 2018 RTP incorrectly reported the forecasted greenhouse gas emissions reduction expected from the draft plan. The final RTP and relevant appendices will be updated to reflect that implementation of the plan together with improvements in fleet and technology is expected to per capita greenhouse gas emissions from all on-road vehicles by 40 percent by 2040 (compared to 2015 levels). Final model runs of the RTP will be conducted to reflect project list changes recommended in Exhibit C. The analysis will include calculating greenhouse gas emissions reductions expected from light-duty vehicles for reporting in Chapter 7 of the RTP and Appendix J. A revised draft Appendix J (dated September 26, 2018) has been prepared that will be finalized once the final model runs are complete.

Staff will also document progress implementing the Climate Smart Strategy and the fuel, fleet and technology factors and assumptions used to estimate emissions in the MOVES model. Staff will monitor future changes to fleet and technology assumptions in collaboration with DLCD, DOE, DEQ and ODOT.

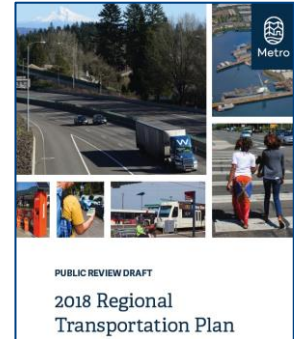
MTAC RECOMMENDED ADOPTION PACKAGE FOR MPAC CONSIDERATION.

Adoption of the 2018 Regional Transportation Plan

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.

- **ORDINANCE NO. 18-1421 AND STAFF REPORT**

- **Exhibit A – Public Review Draft 2018 Regional Transportation Plan and RTP Appendices.** This exhibit includes the draft 2018 Regional Transportation Plan and appendices, including the financially constrained project list. Amendments to the RTP document and appendices are documented in Exhibit C, but have not been incorporated in Exhibit A. A web link to an electronic copy is provided at the end of the packet for the decision record. Printed copies are available on request.
- **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.

- **Resolution No. 18-4892 and Staff Report**

- **Exhibit A – Public Review Draft 2018 Regional Transit Strategy.** This exhibit includes the public review draft 2018 Regional Transit Strategy. A web link to an electronic copy is provided at the end of the packet for the decision record. Printed copies are available on request.
- **Exhibit B – Summary of Comments Received and Recommended Actions.** This exhibit documents substantive comments and recommended amendments to Exhibit A. *This exhibit will be finalized to reflect relevant recommendations in Exhibit C to Ordinance No. 18-1421.*



- **Resolution No. 18-4893 and Staff Report**

- **Exhibit A – Public Review Draft 2018 Regional Freight Strategy.** This exhibit includes the public review draft 2018 Regional Freight Strategy. A web link to an electronic copy is provided at the end of the packet for the decision record. Printed copies are available on request.
- **Exhibit B – Summary of Comments Received and Recommended Actions.** This exhibit documents substantive comments and recommended amendments to Exhibit A. *This exhibit will be finalized to reflect relevant recommendations in Exhibit C to Ordinance No. 18-1421.*



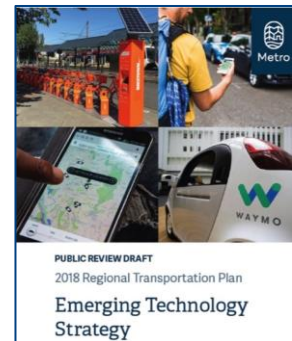
- **Resolution No. 18-4894 and Staff Report**

- **Exhibit A – Public Review Draft 2018 Regional Transportation Safety Strategy.** This exhibit includes the public review draft 2018 Regional Transportation Safety Strategy. A web link to an electronic copy is provided at the end of the packet for the decision record. Printed copies are available upon request.
- **Exhibit B – Summary of Comments Received and Recommended Actions.** This exhibit documents substantive comments and recommended amendments to Exhibit A. *This exhibit will be finalized to reflect relevant recommendations in Exhibit C to Ordinance No. 18-1421.*



- **Resolution No. 18-4869 and Staff Report**

- **Exhibit A – Public Review Draft 2018 Emerging Technology Strategy.** This exhibit includes the public review draft 2018 Emerging Technology Strategy. A web link to an electronic copy is provided at the end of the packet. Printed copies are available upon request.
- **Exhibit B – Summary of Comments Received and Recommended Actions.** This exhibit documents substantive comments and recommended amendments to Exhibit A. *This exhibit will be finalized to reflect relevant recommendations in Exhibit C to Ordinance No. 18-1421.*



FINAL STEPS TO ADOPTION

MPAC is scheduled to finalize its recommendation to the Metro Council on October 10.

On October 5, TPAC is scheduled to make a final recommendation to JPACT. JPACT will have an opportunity to consider recommendations from TPAC and MPAC and finalize its recommendation to the Metro Council on October 18, with the goal of aligning recommendations from MTAC, MPAC, TPAC and JPACT as much as possible.

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

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)

WHAT PACKET MATERIAL DO YOU PLAN TO INCLUDE?

- Draft Ordinance No. 18-1421 and staff report (9/26/18)
 - Exhibit A – [Public Review Draft 2018 Regional Transportation Plan](#) and [RTP Appendices](#) (*provided electronically; printed copies are available upon request*)
 - Exhibit B – Regional Framework Plan Amendments (9/19/18)
 - Exhibit C – MTAC Recommendations on Public Comments Received (9/26/18)
- Draft Resolution No. 18-4892 and staff report (9/26/18)
 - Exhibit A – [Public Review Draft 2018 Regional Transit Strategy](#). (*provided electronically; printed copies are available upon request*)
- Draft Resolution No. 18-4893 and staff report (9/26/18)
 - Exhibit A – [Public Review Draft 2018 Regional Freight Strategy](#) (*provided electronically; printed copies are available upon request*)
- Draft Resolution No. 18-4894 and staff report (9/26/18)
 - Exhibit A – [Public Review Draft 2018 Regional Transportation Safety Strategy](#) (*provided electronically; printed copies are available upon request*)
- Draft Resolution No. 18-4869 and staff report (9/26/18)
 - Exhibit A – [Public Review Draft 2018 Emerging Technology Strategy](#) (*provided electronically; printed copies are available upon request*)
- 2018 RTP Final Public Comment Period Summary (August 2018)
 - [Final Public Comment Report](#) (9/14/18) (*provided electronically; printed copies are available upon request*)
 - [Final Public Comment Report Appendices](#) (9/14/18) (*provided electronically; printed copies are available upon request*)

9/26/18 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 guidance included in the solicitation materials; and

WHEREAS, in February 2018, the Metro Council identified key regional priorities – transportation equity with a focus on race and income, safety, travel options, Climate Smart Strategy implementation and managing congestion – to be the focus of the RTP; 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 the key regional priorities; 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

9/26/18 DRAFT – under legal review

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

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 September 6, 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, the 2018 RTP policy priorities will set the policy foundation for the 2022-2024 Regional Flexible Fund Allocation (RFFA) and the 2021-2024 Metropolitan Transportation Improvement Program (MTIP) performance-based programming for investments and measuring MTIP progress; 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.

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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.
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 26, 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 Appendix D of the 2018 RTP. 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.

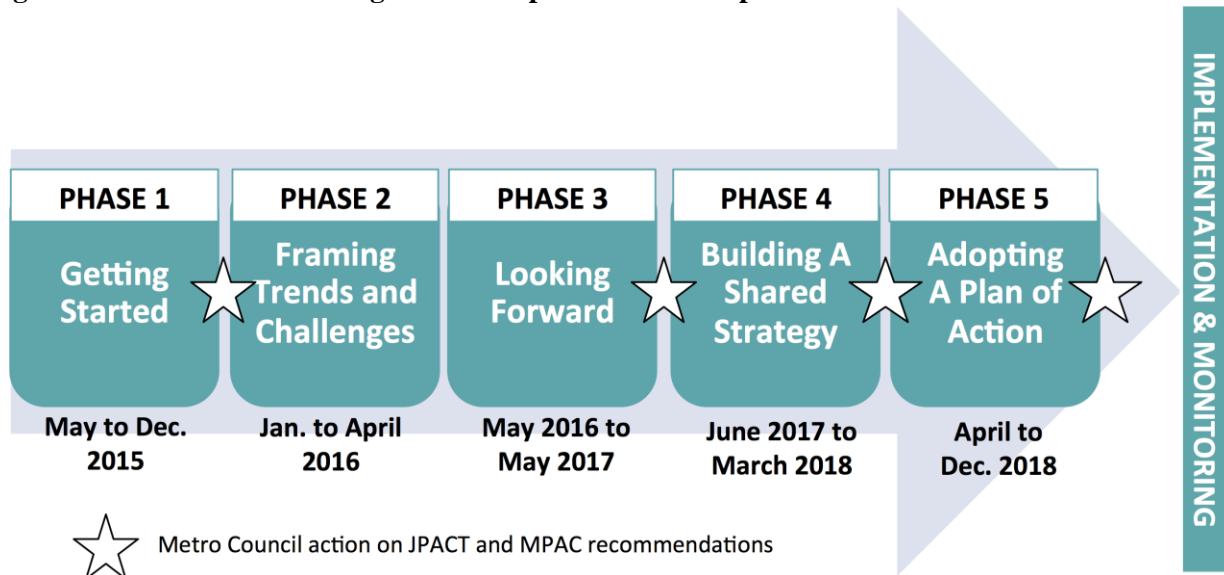
Metro led this process in consultation and coordination with federal, state and local governments, and engagement of other stakeholders with an interest in or who are affected by this planning effort. Metro facilitates on-going consultation and coordination through four advisory committee bodies—the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

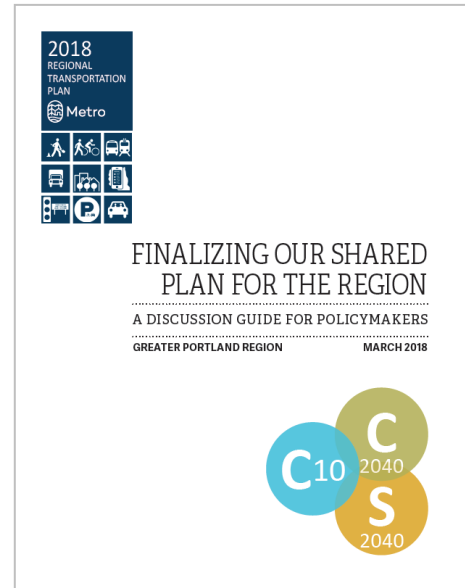
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In summer 2017, Metro analyzed three funding scenarios: 10-year constrained project priorities, 2040 constrained project priorities and 2040 strategic project priorities. The analysis tested new and updated outcomes-based system performance and transportation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



Creating a new dialogue to shape the future we want

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



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

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

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

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

All comments received through August 30 and subsequent consultation meetings are documented in a [final public comment report](#) and [appendices to the public comment report](#) (see Attachment 1 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 (see 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), the 2022-2024 Regional Flexible Fund Allocation (RFFA), the 2021-2024 Metropolitan Transportation Improvement Program (MTIP) performance-based programming for investments and measuring MTIP progress, 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, safety, 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 advance transportation equity, increase safe, affordable and convenient travel options for everyone, implement the Climate Smart Strategy, manage congestion, help the region's businesses and traded sector industries remain competitive, protect the environment 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 (Projects #11353 and #11354) and the I-5/Rose Quarter project (Project #11176) were submitted during the comment period. See comments #289 and #290 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).

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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.
- 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. 18-4915 (For the Purpose of Adopting the Southwest Corridor Light Rail Preferred Alternative), adopted by the Metro Council on November 15, 2018.
- 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 December 6, 2018.
- 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 December 6, 2018.

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- Resolution No. 18-4894 (For the Purpose of Adopting the 2018 Regional Transportation Safety Strategy), adopted by the Metro Council on December 6, 2018.
 - Resolution No. 18-4869 (For the Purpose of Adopting the 2018 Emerging Technology Strategy), adopted by the Metro Council on December 6, 2018.
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 prepare a final RTP that reflects recommended changes identified in Exhibit C to this ordinance.
 - Staff will submit the final RTP and decision record, including this ordinance and exhibits to this ordinance, 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.



PUBLIC REVIEW DRAFT

2018 Regional Transportation Plan

*A blueprint for the future of transportation
in the greater Portland region*

June 29, 2018

oregonmetro.gov/rtp

Metro respects civil rights

Metro fully complies with Title VI of the Civil Rights Act of 1964 that requires that no person be excluded from the participation in, be denied the benefits of, or be otherwise subjected to discrimination on the basis of race, color or national origin under any program or activity for which Metro receives federal financial assistance.

Metro fully complies with Title II of the Americans with Disabilities Act and Section 504 of the Rehabilitation Act that requires that no otherwise qualified individual with a disability be excluded from the participation in, be denied the benefits of, or be subjected to discrimination solely by reason of their disability under any program or activity for which Metro receives federal financial assistance.

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

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

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

The Joint Policy Advisory Committee on Transportation (JPACT) is a 17-member committee that provides a forum for elected officials and representatives of agencies involved in transportation to evaluate transportation needs in the region and to make recommendations to the Metro Council. The established decision-making process assures a well-balanced regional transportation system and involves local elected officials directly in decisions that help the Metro Council develop regional transportation policies, including allocating transportation funds.

Project web site: oregonmetro.gov/rtp

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



Supplement to Exhibit A (2018 RTP Appendices) 2018 Regional Transportation Plan Appendices

Due to the size of the 2018 Regional Transportation Plan Appendices, it is being included in the packet electronically via this document. The appendices can be found at <https://www.oregonmetro.gov/public-projects/2018-regional-transportation-plan/project-priorities/#2018-Regional-Transportation-Plan-appendices> or click on the blue links below to view the individual documents. Printed copies are available on request.

- [Appendix A and B – 2018 RTP Constrained Priorities \(2018 to 2040 project lists and interactive map\)](#). This appendix documents the projects that fit within “financially constrained” budget of federal, state and local funds the greater Portland region can reasonably expect through 2040, consistent with federal law. These projects are eligible for state and federal funding under federal law. *This appendix will be updated to reflect final recommendations in Exhibit C to Ordinance No. 18-1421.*
- [Appendix C – 2018 RTP Additional Priorities \(2028 to 2040 Strategic project list and interactive map\)](#). This appendix documents additional priority projects that could be constructed with additional resources. *This appendix will be updated to reflect final recommendations in Exhibit C to Ordinance No. 18-1421.*
- [Appendix D – 2018 RTP Public and Stakeholder Engagement and Consultation](#). This appendix documents the engagement and consultation process to inform development of the 2018 RTP and comments received during the final public comment period.
- [Appendix E – 2018 RTP Transportation Equity Evaluation](#). This appendix documents the transportation equity evaluation and related engagement activities conducted to inform development of the 2018 RTP and recommendations for future work. *This appendix will be updated to reflect final recommendations in Exhibit C to Ordinance No. 18-1421.*
- [Appendix F – 2018 RTP Environmental Assessment and Potential Mitigation Strategies](#). This appendix documents the methods and data used to conduct a system-level environmental analysis of the 2018 RTP projects and discusses environmental requirements and potential environmental mitigation strategies. *This appendix will be updated to reflect final recommendations in Exhibit C to Ordinance No. 18-1421.*
- [Appendix G – Coordinated Transportation Plan for Seniors and People with Disabilities](#). Adopted in June 2016 by the TriMet Board, this appendix documents regional planning conducted to assess the transportation needs of seniors and people with disabilities, fulfilling federal requirements for a coordinated human services plan.
- [Appendix H – 2018 RTP Financial Strategy Documentation](#). This appendix documents the methods and data used to develop the financially constrained revenue forecast for the 2018 RTP. *This appendix will be updated to reflect final recommendations in Exhibit C to Ordinance No. 18-1421.*
- [Appendix I – Performance Evaluation Summary Tables](#). This appendix documents the regional system performance evaluation outputs. *This appendix will be finalized once the final model runs are complete.*
- [Appendix J – Climate Smart Strategy Implementation and Monitoring](#). This revised appendix documents progress implementing the adopted Climate Smart Strategy and the analysis tools and technical assumptions used to forecast future greenhouse gas emissions. *This appendix has been revised from the public review draft to incorporate technical corrections. The appendix will be finalized once the final model runs are complete.*

Exhibit A to
Ordinance No. 18-1421

- [Appendix K – 2018 RTP Performance Targets Summary](#). This appendix documents the RTP performance targets. *This appendix will be finalized once the final model runs are complete.*
- [Appendix L – Federal Transportation Performance Management and Congestion Management Process Documentation](#). This appendix documents the region’s approach for addressing federal transportation performance management and congestion management monitoring and reporting requirements. *This appendix is under development.*
- [Appendix M – Regional Analysis Documentation](#). This appendix documents travel model assumptions, regionally coordinated and adopted land use forecast and transportation analysis zone assumptions. *This appendix is under development and will be finalized once the final model runs are complete.*
- [Appendix N – Southwest Corridor Light Rail Locally Preferred Alternative](#). This appendix documents the adopted locally preferred alternative for Southwest Corridor light rail project, pending adoption by JPACT and the Metro Council by Resolution No. 18-4915.
- [Appendix O – Division Transit Project Locally Preferred Alternative](#). This appendix documents the adopted locally preferred alternative for the Division Transit Project.
- [Appendix P – East Metro Connections Plan](#). This appendix documents the adopted final action plan recommendations contained in the East Metro Connections Plan.
- [Appendix Q – Sunrise Project Locally Preferred Alternative](#). This appendix documents the adopted locally preferred alternative for the Sunrise Project.
- [Appendix R – I-5/99W Connector Study Recommendations](#). This appendix documents the locally-adopted I-5/99W Connector Study recommendations.
- [Appendix S – I-5/Columbia River Bridge Replacement Locally Preferred Alternative](#). This appendix documents the adopted locally preferred alternative for the I-5/Columbia River Bridge Replacement.
- [Appendix T – RTP Amendment Process](#). This appendix will be developed following adoption of the 2018 Regional Transportation Plan.
- [Appendix U – Federal Air Quality Attainment Status Certification Letter](#). This appendix contains a certification letter from the U.S. Environmental Protection Agency declaring the region’s attainment status for air quality and that transportation conformity requirements no longer apply for federally-funded transportation projects. The region remains responsible for implementation of transportation control measures contained in the Oregon State Implementation Plan.

Exhibit B to Ordinance No. 18-1421

Chapter 2 Regional Framework Plan

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

GOAL 1: Vibrant Communities

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

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

GOAL 2: Shared Prosperity

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

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

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

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GOAL 3: Transportation Choices

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

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

GOAL 4: Reliability and Efficiency

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

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

GOAL 5: Safety and Security

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

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

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

GOAL 6: Healthy Environment

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

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

GOAL 7: Healthy People

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

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

Goal 8: Climate Leadership

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

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

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

GOAL 9: Equitable Transportation

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

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

GOAL 10: Fiscal Stewardship

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

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

GOAL 11: Transparency and Accountability

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

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

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September 26, 2018

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

(comments received June 29 through September 6, 2018)

The Public Review Draft 2018 Regional Transportation Plan (RTP), appendices and regional strategies for safety, transit, freight and emerging technology were released for final public review from June 29 through August 13, 2018. Comments were received through September 6. Public agencies, advocacy groups and members of the public submitted comments in writing, through Metro's website, in testimony provided at a public hearing held by the Metro Council on August 2, 2018 and through consultation of four Native American Tribes and federal and state resource, wildlife, transportation, land management and regulatory agencies. This document summarizes recommended changes to respond to all substantive comments received during the comment period. New wording is shown in underline; deleted words are crossed out in **bold strikeout**. Amendments to relevant documents are made by JPACT and Metro Council adoption of this Exhibit C and will be reflected in the final printed RTP document, appendices and strategies.

Comments highlighted in green are proposed for discussion. Members may identify additional comments for discussion. TPAC will be asked to make a recommendation to JPACT on October 5.

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>)	MTAC recommendation (changes shown in strikeout and <u>underscore</u>)
1	RTP Chapter 2	Sallinger	Bob	Audubon Society of Portland	7/31/2018	Letter	Amend Goal 8: Climate Leadership, page 2-19, to add an additional goal to integrate green infrastructure such as tree canopy for both its climate adaption and mitigation potential (carbon sequestration, reduction of urban heat island effects, landscape resiliency, etc.)	Amend to add a new objective as follows, " <u>Objective 8.6: Green Infrastructure – Promote green infrastructure that benefits both climate and other environmental objectives, including improved stormwater management and wildlife habitat.</u> "
2	RTP Chapter 2	Sallinger	Bob	Audubon Society of Portland and Bev 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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September 26, 2018

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Comments highlighted in green are proposed for discussion. Members may identify additional comments for discussion. TPAC will be asked to make a recommendation to JPACT on October 5.

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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 and add a definition of criteria pollutants to the RTP glossary.
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 and alternative fuel vehicles, including electric and hydrogen vehicles."	Amend as requested.

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September 26, 2018

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

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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>	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. 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.	<p>Amend page 2-17 to add the following language, "<u>There is no performance target for the measures for this goal. The purpose of the measures is to identify projects that overlap with high value habitats and other resources so that as projects move toward implementation appropriate avoid, minimize, or mitigation strategies can be applied.</u>" The RTP is a system-level plan that identifies regional priorities that will be implemented by transportation providers, ODOT and local jurisdictions. This measure provides information to these transportation providers early in the planning process appropriate avoid, minimize, or mitigation strategies can be applied.</p> <p>When specific wildlife corridors are mapped and prioritized by the Interwine Alliance regional habitat connectivity work group, this information could be used to inform future RTP updates. The UGI and Intertwine Alliance are encouraged to engage transportation planners and engineers in this work given the desire for it to be used in planning and design of transportation projects in the region. Metro staff are happy to coordinate a briefing to TPAC and other committees as appropriate in support of this work.</p>

DRAFT Exhibit C to Ordinance No. 18-1421

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

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

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

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26	RTP Chapter 3	Sallinger	Bob	Audubon Society of Portland	7/31/2018	Letter	<p>Recommend including the following information for the Climate Smart Strategy policies on pages 3-28 and 3-29 (section 3.2.3):</p> <p><u>"- Protection and avoidance of high value natural resource sites</u> <u>- Avoidance of hazard areas such as steep slopes and floodplains that provide landscape resiliency and which are also likely to increase in hazard potential as the impacts of climate change increase.</u> <u>- Integration of green infrastructure into the transportation network whenever possible (including tree canopy, green streets, green walls, permeable surfaces, etc.) to reduce and mitigate negative environmental impacts of climate change such as increased carbon sequestration and reduced air pollution, stormwater runoff, water pollution, urban heat island effect, habitat fragmentation, etc."</u></p>	<p>Amend as follows:</p> <p>- add a definition of "green infrastructure" to the RTP glossary that includes tree canopy, street trees, green streets, green walls, permeable surfaces as follows, <u>"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."</u></p> <p>- add definition of mitigation (as defined in federal law - 40 CFR 1508.20) <u>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 includes :</u> <u>(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.</u> <u>(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.</u></p> <p><u>'-practicable (as defined in federal law - 23 CFR 777.2) Practicable means available and capable of being done after taking into consideration cost, existing technology and logistics, in light of overall project purposes.</u></p>

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								include the following on pages 3-28 and 3-29: - Protection and avoidance of high value natural resource sites - 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. - Integration of green infrastructure into the transportation network when practicable to reduce and mitigate negative environmental impacts of climate change.
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</u> transportation network companies (TNCs) 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.

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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 a call out box describing resiliency and potential opportunities for future transportation resiliency planning efforts - add definitions for resilience, extreme weather events, extreme events, adaptation and preparedness from FHWA Order 5520 on Transportation System Preparedness and Resiliency to Climate Change and Extreme Weather Events as follows: <u>"Resilience or resiliency is the ability to anticipate, prepare for and adapt to changing conditions and withstand, respond to and recover rapidly from disruptions.</u> <u>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).</u> <u>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.</u> <u>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.</u> <u>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.</u> <u>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.</u>

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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."	Amend Policy 3 as follows " Preserve <u>Actively manage and optimize</u> capacity on the region's throughway network for longer regional, inter-regional and interstate travel." 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</u> using green-street infrastructure design and other approaches."</p> <p>Washington County's high water table makes impervious surfaces impracticable for most of the county. The updated green street designs may address this but until the update is complete the language should provide flexibility on how to achieve the desired outcome.</p>	<p>Amend as follows, "Minimize environmental impacts of <u>new or improved the motor vehicle network facilities</u> using green street infrastructure design and other approaches <u>to the extent practicable.</u>"</p> <p>Metro recognizes the challenges of implementing green street designs in many parts of the region. Clean Water Services have developed low impact development practices, including green street approaches, to address stormwater runoff in the Tualatin River basin in Washington County.</p>
64	RTP Chapter 3	Singelakis	Andrew	Washington County	8/13/2018	Letter	<p>Recommendation to reword Regional Motor Vehicle Policy 11 to say: "Incorporate complete street and green-street design that prioritize for safe and convenient pedestrian and bicycle access for regional and local roadways."</p>	<p>Amend as requested. Green street designs are addressed in Motor Vehicle Policy 9.</p>
65	RTP Chapter 3	Singelakis	Andrew	Washington County	8/13/2018	Letter	<p>Recommendation to remove mention of 'value pricing' in Regional Motor Vehicle Policy 12, as follows: "Prior to adding new motor vehicle capacity beyond the planned system of motor vehicle through lanes, demonstrate that system and demand management strategies, including access management, transit and freight priority, <u>value pricing</u>, transit service and multimodal connectivity improvements cannot adequately address arterial or throughway deficiencies and bottlenecks."</p>	<p>Amend as follows, "Prior to adding new motor-vehicle-throughway capacity beyond the planned system of motor-vehicle through lanes, demonstrate that system and demand management strategies, including access management, transit and freight priority, <u>value congestion</u> 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>

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66	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"> • 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. 	Amend as requested. Roads along the urban growth boundary will be designated as urban.
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.

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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.
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: <ul style="list-style-type: none"> • 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: <ul style="list-style-type: none"> • 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: <ul style="list-style-type: none"> • 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: <ul style="list-style-type: none"> • Brookwood Parkway south of TV Highway is incorrectly shown as a minor arterial. 	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.

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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: <ul style="list-style-type: none"> 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: <ul style="list-style-type: none"> 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.
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, OR 99W, 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 considerations for investments in frequent service are ridership, productivity, and lines that provide historically marginalized communities access to jobs and other community places. 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	(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. 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.	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	(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." 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.	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, street crossings spaced no more than 530 feet apart an ideal spacing is 200 to 400 feet where possible (unless there are no intersections, bus stops or other pedestrian attractions), special crossing elements at some locations, special lighting, benches, bus shelters, awnings and street trees.</u> " <p>The language is copied from the RTFP, by doing so the connection between RTP and RTFP is strengthened.</p>	Amend as follows, " The experience of people walking and pedestrian <u>Pedestrian</u> access along transit-mixed use corridors is improved with features such as wide sidewalks, <u>reasonably spaced marked crossings and</u> with buffering from adjacent motor vehicle traffic."
88	RTP Chapter 3	Hagar	Jim	Port of Vancouver	8/16/2018	Email	(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 <u>18,000</u> 400,000 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 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.) Amend Chapter 8, Section 8.2.2.8 of the RTP to add the following language, " <u>Metro staff will work with cities, counties, ODOT, TriMet, the Audubon Society of Portland, Metro Parks and Natural Areas department, members of the Regional Conservation Strategy working group, the Street Trust, Oregon Walks and other interested parties to review and update the design policy section of the RTP prior to completion of the next RTP update (due in 2023).</u> The focus of this work will be to reflect updates to the regional design guidelines that will be finalized in 2019 and to better integrate green infrastructure and natural resource protection. This work will result in a set of recommended design policies for consideration by JPACT, MPAC and the Metro Council prior to inclusion in the RTP.

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								<p>Amend Appendix F to add a table "Potential Mitigation Strategies by Resource Areas" and the following text: <u>The transportation system planning process provides an opportunity to identify natural resources that could be affected by proposed projects and warrant special consideration during the more detailed project development process. While specific project designs and mitigation strategies are identified during the project development process, it is useful to identify potential impacts during the transportation system planning process to better scope project costs and to provide a general understanding of the overall potential impacts of projects in the plan on natural resources.</u></p> <p><u>The potential mitigation strategies are drawn from various federal, state, regional and local resources including the habitat-friendly development practices identified in Title 3 and Title 13 of the Metro Urban Growth Management Functional Plan, Metro's design handbooks, including <i>Green streets: Innovative solutions for stormwater and stream crossings</i>, <i>Trees for green streets: An illustrated guide</i>, <i>Wildlife crossings: Providing safe passage for urban wildlife</i> and <i>Green Trails: Best practices for Environmentally friendly trails</i>, and the Clean Water Services <i>Low Impact Development Approaches Handbook</i>.</u></p>

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							<p><u>Specific mitigation strategies are developed as part of the environmental review and permitting process during project development activities. These strategies may be established in consultation with relevant federal, state and local agencies as well as interested parties responsible for, and interested in, environmental stewardship. Identification of potential transportation impacts during project development is done using Title 3 and Title 13 resource inventory data as a baseline, with acknowledgement that this data may be complemented with more current, jurisdictionally-adopted inventory data.</u></p> <p><u>The project-level environmental review and permitting process is a separate and more detailed process than what is required for the RTP. This is because 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. Further, 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. Table 4 identifies resource areas that should be considered during the planning process to identify potential natural resource impacts as well as potential strategies to be considered during the project development phase. Table 4, provided at the end of this section, summarizes this information.</u></p> <p>Table of Potential Mitigation Strategies by Resource Area to be inserted here.</p> <p>See also recommendations in Comments #1, #2, #102, #147, #148 and #149.</p>	

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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 Intertwine 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. 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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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 in Section 3.3.4 summarizing examples of how green infrastructure can help achieve the RTP goals - 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, and add reference to Appendix F to find more information on potential mitigation strategies by resource area
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	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: "- 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."	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: • <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. For example, in <u>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 <u>are</u> may be disproportionately exposed to air pollution, which is a barrier to economic opportunity and security."	Amend as requested.
		Banks	Rachael	Multnomah County Public Health			"A 2011 study of Portland air toxics...found that the entire Portland metro area experiences diesel pollution at concentrations above the state's health benchmark. But the study also found that the ten lowest income and ten highest minority census block groups experience more exposure to all sources of air toxics than the average census block group."	
110	RTP Chapter 4	Liden	Keith	Community members	8/12/2018	Email	Suggestion for Figure 4.22 on pg. 4-22 to be expanded to show the relative costs for all modes.	No change recommended. Figure 4.22 shows the operational costs of a transit ride by different transit modes, illustrating that light rail has the lowest operational costs per ride. This explanation will be added to Chapter 4. Figure 4.21 shows the average annual transportation costs by mode, illustrating the pedestrian and bicycle trips have the lowest costs to users. As part of the Regional Active Transportation Program, Metro staff will work on developing a more nuanced analysis that illustrates both costs and benefits for different modes.
111	RTP Chapter 4	Hagar	Jim	Port of Vancouver	8/16/2018	Email	(Page 4-43) Recommendation to include in section 4.2.1.3 some mention related to transit using a ferry service on the river.	Amend Section 3.6.4 to add a call out box describing private efforts to study the potential for passenger ferry service.
							"While not currently in place, a system such as this could improve transit while using an underutilized waterway."	Amend Section 8.2.3 to add a new study of the potential for passenger ferry service.
112	RTP Chapter 4	MacDonald	Anne	Clean Water Services	8/20/2018	Letter	Section 4.6: Recommendation to include strategies to protect water quality. "Water quality is not addressed directly in the Regional Conservation Strategy (RCS) mapping. Protecting water quality upstream of high value ecosystems, rather than just protecting riparian corridors within high value ecosystems, should be explicitly acknowledged as a need related to implementing the RCS."	Amend as requested.

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113	RTP Chapter 4	MacDonald	Anne	Clean Water Services	8/20/2018	Letter	Section 4.7.3: Recommendation to elaborate on what will happen to extreme weather events, and how hydrology, water supply, and streamflows might change. Recent studies of rainfall patterns expected under changing climate for King County, Wa. 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, with a note that these investments often include facilities for other modes, such as active transportation.
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%) - 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 DLCDD, DOE, DEQ and ODOT
		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.	Generally, the RTP sets broad policy outcomes which guide funding criteria and decisions. For the RTP and other planning efforts to adequately consider potential environmental impacts of transportation projects, more timely review of Title 3 and Title 13 resource inventories and related implementation and monitoring programs is necessary. MPAC requests that Metro prioritize this work in the future. 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
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.	For the RTP and other planning efforts to adequately consider potential environmental impacts of transportation projects, more timely review of Title 3 and Title 13 resource inventories and related implementation and monitoring programs is necessary. MPAC requests that Metro prioritize this work in the future.
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.	For the RTP and other planning efforts to adequately consider potential environmental impacts of transportation projects, more timely review of Title 3 and Title 13 resource inventories and related implementation and monitoring programs is necessary. MPAC requests that Metro prioritize this work in the future.

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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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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 & Beaver Creek 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 and 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</u> the N. Wilsonville interchange and the resultant <u>needs</u> for increased freeway access <u>to preserve local system performance and in-line capacity for I-5 mobility.</u> • Effects of peak period and mid-day congestion in this area on <u>and mitigation options for</u> regional freight reliability, mobility and travel patterns. • Effects <u>on</u> to freight mobility and local circulation due to diminished freeway access capacity in the I-5/Wilsonville corridor.	Amend as requested.

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170	RTP Chapter 8	Kraushaar	Nancy	City of Wilsonville	8/13/2018	Letter	(page 8-42, 8.2.4.1 Tigard to Wilsonville, Mobility Corridor #3) add the following new bullets to be addressed during refinement planning: <ul style="list-style-type: none"> • <u>Effects of the new and proposed auxiliary (ramp-to-ramp) lanes.</u> • <u>Effects of future Southwest Corridor LRT.</u> • <u>Identify and implement active transportation priorities that provide safe alternatives to vehicle travel.</u> • <u>Consideration of how land use interfaces with the transportation needs and impacts, local system enhancements and new connections, and improved transit network and service and potential outcomes.</u> 	Amend as requested.
171	RTP Chapter 8	Kraushaar	Nancy	City of Wilsonville	8/13/2018	Letter	(page 8-42, 8.2.4.1 Tigard to Wilsonville, Mobility Corridor #3) Recommendation to revise or add the following information: For the second set of bullets, modify bullet #1 as noted below: <ul style="list-style-type: none"> • <u>Congestion peak period-pricing and HOV lanes for expanded capacity.</u> <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, " <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> " 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	Amend page 8-16 to add the following language, " <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> " 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.
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. A list of different types of ETC treatments by scale can be found in the Transit Policy section in Chapter 3. "
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."	Amend section to add the following language, " <u>Metro's Chief Operating Officer recommended that Metro's Planning and Development staff return to the Metro Council in early 2019 with a proposed work program for updating the 2040 Growth Concept as part of the COO recommendation to the Metro Council on the 2018 Urban Growth Management Decision. Green corridor implementation will be forwarded for consideration as part of this future planning effort.</u> " 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.

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187	RTP Chapter 8	Bezner	Mike	Clackamas County	8/13/2018	Letter	<p>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.</p> <p>"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."</p>	<p>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. 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).</p>
188	RTP Chapter 8	Bezner	Mike	Clackamas County	8/13/2018	Letter	<p>Recommendation to add the following description to Mobility Corridor #24 (section 8.2.4.6):</p> <p><u>"The study will include a needs assessment for auto, freight, transit, bicycle and pedestrian modes within the corridor to identify existing gaps and system deficiencies. A full list of recommended projects from other related transportation planning efforts will be developed. Data for key performance metrics will be collected from the related transportation plans and analyzed. If necessary, additional projects will be identified and proposed if unmet needs are found. The project will then be evaluated, and recommended projects will be grouped into investment packages and group geographically. The preferred investment packages for all modes will then be fully documented in the final plan along with implementation strategies focusing on timelines and funding strategies."</u></p>	<p>Amend as requested.</p>

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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.
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>

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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.
193	RTP Chapter 8	Chesarek	Carol	Community member	8/13/2018	Email	Page 8-57 (Section 8.2.4.6 Hillsboro to Portland Mobility Corridors #13 and #14). Revise this section as follows: 1. The section title should include (mobility corridor) #16, to match the entry in Table 8-1 on p. 8-39. 2. On p. 8-57, the list of "Potential Solutions", the first bullet needs to include more than just arterials and throughways. Revised language could say something like <u>"Evaluate crash history of all commuter routes including arterials, collectors, and throughways in the study area..."</u> .	Amend as requested.
194	RTP Chapter 8	Chesarek	Carol	Community member	8/13/2018	Email	(Page 8-58, Section 8.2.4.6 Hillsboro to Portland Mobility Corridors #13 and #14). Revise the fifth bullet as follows <u>"Evaluate the potential benefits and harms of congestion pricing on Portland area freeways..."</u> .	Amend as follows, <u>"Evaluate the potential benefits and burdens (adverse impacts) of congestion pricing on Portland area freeways..."</u>

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195	RTP Chapter 8	Chesarek	Carol	Community member	8/13/2018	Email	(Pages 8-57 and 8-58, Section 8.2.4.6 Hillsboro to Portland Mobility Corridors #13 and #14), add these bullets to the list of Potential Solutions: <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> 	Amend as follows: <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>
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.

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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> "	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 <u>cordons 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 under-served communities, mode share, and overall traffic volume and improve whether or not they improve the overall function of the <u>regional</u> transportation system. "</u>

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198	RTP Chapter 8	Singelakis	Andrew	Washington County	8/13/2018	Letter	(Page 8-20) Recommendation in the third paragraph to acknowledge that the needs of roads that are not good candidates for jurisdictional transfer are included as part of this coordinated Metro/ODOT assessment, and that the study intent is clear that the priorities for jurisdictional transfer do not reflect the priorities for additional investment.	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-planned at a</u> during detailed project development." This will improve consistency with the transportation planning rule.	Amend as requested.

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203	RTP Chapter 8	Singelakis	Andrew	Washington County	8/13/2018	Letter	(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</u> regional (transportation <u>air quality system</u> conformity) or project level (NEPA) <u>review</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 <u>general location</u> scope and function of a proposed project. Subsequent land-use decisions on final project design and mitigation of impacts will be are needed prior to construction. Such analysis to evaluate impacts could lead to a “no-build” decision where a proposed project is not recommended for implementation, and would require reconsideration of the proposed project or system improvements. In some cases a corridor refinement plan may be recommended pending the scale and scope of the proposed project.”</p> <p>The text as written adds requirements that are not otherwise in the Transportation Planning Rule (corridor, scope, function). It also expands the decisions on final design to include “land-use” which has already been decided by inclusion on the plan. Project impacts and environmental mitigation are not related to the planning process and should not be included here. It is unclear how these new requirements may be interpreted in an appeal process.</p>	Amend as requested, but retain reference to "function" as the TPR does call out addressing need, mode, function and general location in transportation system plans. It should be noted, however, that project impacts and environmental mitigation should be considered during the planning process.
206	RTP Chapter 8	Singelakis	Andrew	Washington County	8/13/2018	Letter	<p>Reword the first paragraph on page 8-79 as follows: “It is Metro's responsibility to adopt findings based on project need, mode, and <u>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 RTP Financially Constrained projects 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</u> projects 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>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.</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	<p>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.</p>	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.	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. 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 <u>through development and approval of the annual Unified Planning Work Program (UPWP).</u> " 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).

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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. Subsequent corridor refinement planning and development of scopes of work will be determined in coordination with project partners through TPAC and JPACT after adoption of the RTP and completion of the mobility policy update.</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. 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. This means identifying: which state-owned routes in the region should be evaluated and considered for a jurisdictional transfer; identify gaps and deficiencies on those routes; to regionally prioritize priorities among the routes; and address some of</u> 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 pending further discussion by FHWA, ODOT and Metro staff. 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 " <u>Wetlands and Waterways</u> ". Within the body of this subsection, references to "wetland" mitigation should be expanded to " <u>wetlands 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 consistent with the goals, objectives and policies contained in the 2018 RTP.	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 Regional Transportation Plan

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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 strikeout and <u>underscore</u>)	MTAC recommendation
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.	Amend Section 3.6.4 to add a call out box describing private efforts to study the potential 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 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	Amend Section 3.6.4 to add a call out box describing private efforts to study the potential for passenger ferry service.
							"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 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	Amend Section 3.6.4 to add a call out box describing private efforts to study the potential for passenger ferry service.
							"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 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	Amend Section 3.6.4 to add a call out box describing private efforts to study the potential for passenger ferry service.
							"The 2035 ferry study needs to be conducted, and operator selected and test runs conducted."	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	Amend Section 3.6.4 to add a call out box describing private efforts to study the potential for passenger ferry service.
							"I applaud your efforts to spearhead the establishment of a passenger ferry system for the Portland metropolitan area."	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 Vancouver east of I-205.	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 public process.
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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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.

DRAFT Exhibit C to Ordinance No. 18-1421

September 26, 2018

The Public Review Draft 2018 Regional Transportation Plan (RTP), appendices and regional strategies for safety, transit, freight and emerging technology were released for final public review from June 29 through August 13, 2018. Comments were received through September 6. Public agencies, advocacy groups and members of the public submitted comments in writing, through Metro's website, in testimony provided at a public hearing held by the Metro Council on August 2, 2018 and through consultation of four Native American Tribes and federal and state resource, wildlife, transportation, land management and regulatory agencies. This document summarizes recommended changes to respond to all substantive comments received during the comment period. New wording is shown in underline; deleted words are crossed out in **bold ~~strikeout~~**. Amendments to relevant documents are made by JPACT and Metro Council adoption of this Exhibit C and will be reflected in the final printed RTP document, appendices and strategies.

Comments highlighted in green are proposed for discussion. Members may identify additional comments for discussion. TPAC will be asked to make a recommendation to JPACT on October 5.

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>)	MTAC recommendation (changes shown in strikeout and <u>underscore</u>)

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 strikeout and <u>underscore</u>)	MTAC recommendation
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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September 26, 2018

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Comments highlighted in green are proposed for discussion. Members may identify additional comments for discussion. TPAC will be asked to make a recommendation to JPACT on October 5.

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>)	MTAC recommendation (changes shown in strikeout and <u>underscore</u>)
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.

DRAFT Exhibit C to Ordinance No. 18-1421

September 26, 2018

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#	Chapter or Appendix	Last name	First name	Affiliation	Date	Method	Proposed change identified in comment (changes shown in strikeout and <u>underscore</u>)	MTAC recommendation (changes shown in strikeout and <u>underscore</u>)
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 strikeout and <u>underscore</u>)	
347	Regional Transit Strategy Chapter 4	Sallinger	Bob	Audubon Society of Portland	8/3/2018	Letter	(Ch. 4, Section 2) No recommendation made. Support of the including of Cornell Road as a frequent bus service corridor. "Audubon is located on Cornell Road which continues to experience serious congestions and limited accessibility other than by car. We believe this corridor should be a priority for future bus route expansion."	Comment noted. No change needed.
348	Regional Transit Strategy Chapter 8	Pyszka	Alisa	Community member	7/16/2018	Letter	Include Frog Ferry in the Regional Transit Plan for further study "As a resident within the Portland region, I support including the planning for passenger ferry service as apart of the Regional Transit Plan ."	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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September 26, 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>)	MTAC recommendation (changes shown in strikeout and <u>underscore</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 strikeout and <u>underscore</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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September 26, 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>)	MTAC 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</u> routes..." in the first sentence and to say "Rail branch lines <u>and heavy vehicle corridors</u> " and "...to rail yards <u>and truck terminals</u> " in the third sentence.	Amend as requested.
359	Regional Freight Strategy Chapter 3	Kraushaar	Nancy	City of Wilsonville	7/2/2018	Email	(Ch. 3, Section 5) Amend the Regional Freight Network map to reflect completed construction of Kinsman Road (freight route) between Barber and Boeckman in Wilsonville. Request for it to be a solid line, not a dashed line.	Amend as requested.
360	Regional Freight Strategy All Chapters and Appendices			Metro staff	8/21/2018	n/a	Miscellaneous technical corrections, copy edits, table and figure numbering corrections and add missing information	Amend as requested.
361	Other comments and recommendations will be added from the RTP document comments and recommendations, as appropriate.							Amend as requested.

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ITEMS FOR CONSIDERATION - Comments on Draft Regional Emerging Technology Strategy (by chapter)								
#	Chapter or Appendix	Last name	First name	Affiliation	Date	Method	Proposed change identified in comment (changes shown in strikeout and <u>underscore</u>)	
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.

9/26/18 DRAFT – under legal review

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 Regional Transit 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 for everyone, and adopts new and updated transit-related policies aimed at creating an efficient and 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 September 6, 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

9/26/18 DRAFT – under legal review

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



PUBLIC REVIEW DRAFT

2018 Regional Transportation Plan

Regional Transit Strategy

*A strategy for providing better transit
service in the greater Portland region*

June 29, 2018

oregonmetro.gov/transit

Metro respects civil rights

Metro fully complies with Title VI of the Civil Rights Act of 1964 that requires that no person be excluded from the participation in, be denied the benefits of, or be otherwise subjected to discrimination on the basis of race, color or national origin under any program or activity for which Metro receives federal financial assistance.

Metro fully complies with Title II of the Americans with Disabilities Act and Section 504 of the Rehabilitation Act that requires that no otherwise qualified individual with a disability be excluded from the participation in, be denied the benefits of, or be subjected to discrimination solely by reason of their disability under any program or activity for which Metro receives federal financial assistance.

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

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

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

The Joint Policy Advisory Committee on Transportation (JPACT) is a 17-member committee that provides a forum for elected officials and representatives of agencies involved in transportation to evaluate transportation needs in the region and to make recommendations to the Metro Council. The established decision-making process assures a well-balanced regional transportation system and involves local elected officials directly in decisions that help the Metro Council develop regional transportation policies, including allocating transportation funds.

Regional Transportation Plan website: oregonmetro.gov/rtp

Regional Transit Strategy web site: oregonmetro.gov/transit

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

9/26/18 DRAFT – under legal review

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 26, 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.

9/26/18 DRAFT – under legal review

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).

Planning Process and 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.

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. A draft RTS was released for the 45-day public comment period on June 29, 2018. The RTS will be finalized to reflect recommended changes from the public comment period, as shown in Exhibit B to this resolution. Refer to Appendix D of the 2018 Regional Transportation Plan for more information about the regional planning and decision-making process and related public participation and engagement activities that also informed development of the RTS.

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)

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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)

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:
 - moving the I-5 HCT corridor from under development to a future HCT project
 - moving the Portland to Lake Oswego Streetcar project 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 an HCT project under development
 - moved Portland to Sherwood in the vicinity of Barbur/Highway 99 Corridor from a future HCT to project under development
 - modified the 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.

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.

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- 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.
- 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. 18-4915 (For the Purpose of Adopting the Southwest Corridor Light Rail Preferred Alternative), adopted by the Metro Council on November 15, 2018.
- 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), adopted by the Metro Council on December 6, 2018.

Local legislation

- Resolution No. 37369 (Adopt the Enhanced Transit Corridors Plan and endorse a list of Enhanced Transit candidate project locations for submittal to the Metro Regional Enhanced Transit Concept Pilot Program to help advance project development), adopted by the City of Portland Council on June 20, 2018.

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.

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- 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.

Getting there



2018 Regional Transportation Plan Regional Transit Work Group

By transit

Background

The transit 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 transit 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 transit work group meetings were comprised of two groups: 1) 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.

Work group charge

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

- Provide technical input and make clear recommendations to Metro staff on development of Regional Transit Strategy, including:
 - Review and comment on existing conditions and trends.
 - Develop regional transit vision.
 - Update Transit System Expansion policy.
 - Develop shared transit investment strategy.
 - Identify policy and investment strategy refinements and actions to support implementation.
- Identify issues that need to be resolved by the Metro Council, MPAC and JPACT.
- Assist in building awareness of the 2018 RTP update and Regional Transit Strategy.
- Support their respective technical and policy committee representatives.
- Consider input from partners and the public.

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

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

Attachment 1 to Staff Report for Resolution No. 18-4892**Table 2. Transit Work Group: Transit Providers**

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

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BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADOPTING THE 2018)	RESOLUTION NO. 18-4893
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 September 6, 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



PUBLIC REVIEW DRAFT

2018 Regional Transportation Plan

Regional Freight Strategy

*A strategy for efficient goods movement in,
to and from the greater Portland region*

June 25, 2018

oregonmetro.gov/freight

Metro respects civil rights

Metro fully complies with Title VI of the Civil Rights Act of 1964 that requires that no person be excluded from the participation in, be denied the benefits of, or be otherwise subjected to discrimination on the basis of race, color or national origin under any program or activity for which Metro receives federal financial assistance.

Metro fully complies with Title II of the Americans with Disabilities Act and Section 504 of the Rehabilitation Act that requires that no otherwise qualified individual with a disability be excluded from the participation in, be denied the benefits of, or be subjected to discrimination solely by reason of their disability under any program or activity for which Metro receives federal financial assistance.

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

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

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

The Joint Policy Advisory Committee on Transportation (JPACT) is a 17-member committee that provides a forum for elected officials and representatives of agencies involved in transportation to evaluate transportation needs in the region and to make recommendations to the Metro Council. The established decision-making process assures a well-balanced regional transportation system and involves local elected officials directly in decisions that help the Metro Council develop regional transportation policies, including allocating transportation funds.

Project web site: oregonmetro.gov/rtp

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

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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 26, 2018

Prepared by: Tim Collins
503-797-1762

BACKGROUND

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

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

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

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

Planning Process and Regional Freight Work Group

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

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

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

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.

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, as shown in Exhibit B to this resolution. Refer to Appendix D of the 2018 Regional Transportation Plan for more information about the regional planning and decision-making process and related public participation and engagement activities that also informed development of the Regional Freight Strategy.

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.

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

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

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

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

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

The proposed new and updated freight policies are:

1. Plan and manage our multimodal freight transportation infrastructure using a systems approach, coordinating regional and local decisions to maintain seamless freight movement and access to industrial areas, and intermodal facilities.
2. Manage first-rate multi-modal freight networks to reduce delay, increase reliability, improve safety and provide shipping choices.
3. Better integrate freight issues in regional and local planning and communication to inform the public and decision-makers on the importance of freight and goods movement issues.

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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.
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:

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- 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 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.

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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

9/26/18 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 September 6, 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 RTSS 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), 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



PUBLIC REVIEW DRAFT

2018 Regional Transportation Plan

Regional Transportation Safety Strategy

*A strategy to achieve Vision Zero in the
greater Portland region*

June 25, 2018

oregonmetro.gov/safety

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

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

The Joint Policy Advisory Committee on Transportation (JPACT) is a 17-member committee that provides a forum for elected officials and representatives of agencies involved in transportation to evaluate transportation needs in the region and to make recommendations to the Metro Council. The established decision-making process assures a well-balanced regional transportation system and involves local elected officials directly in decisions that help the Metro Council develop regional transportation policies, including allocating transportation funds.

Project web site: oregonmetro.gov/rtp

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

9/26/18 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 26, 2018

Prepared by: Lake McTighe
503-797-1660

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. 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 Transportation Safety Strategy and supporting implementation recommendations in this resolution as part of the update of the 2018 Regional Transportation Plan.

The 2018 Regional Transportation Safety Strategy (RTSS) (Exhibit A to this resolution) 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 transportation 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 crashes and data-driven 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.

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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, as shown in Exhibit B to this resolution. Refer to Appendix D of the 2018 RTP for more information about the regional planning and decision-making process and related public participation and engagement activities that also informed development of the RTSS.

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.

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	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
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 and actions in the RTSS were developed in response to the crash data, patterns and trends in the 2018 Metro State of Safety Report and the 2017 Regional High Injury Corridors and Intersections Report, which are incorporated in the RTSS. 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 Action Plan, adopted 2016.

Metro Council actions:

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- 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.
- 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), adopted by the Metro Council on December 6, 2018.

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. 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
Zoe	Monahan		City of Tualatin
Alice	Cannon		City of Tualatin
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

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

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

9/26/18 DRAFT – under legal review

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 technologies 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 September 6, 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, 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



PUBLIC REVIEW DRAFT

2018 Regional Transportation Plan

Emerging Technology Strategy

*A strategy for guiding innovation to support
the greater Portland region's goals*

June 25 2018

oregonmetro.gov/rtp

Metro respects civil rights

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

The Joint Policy Advisory Committee on Transportation (JPACT) is a 17-member committee that provides a forum for elected officials and representatives of agencies involved in transportation to evaluate transportation needs in the region and to make recommendations to the Metro Council. The established decision-making process assures a well-balanced regional transportation system and involves local elected officials directly in decisions that help the Metro Council develop regional transportation policies, including allocating transportation funds.

Project web site: oregonmetro.gov/rtp

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

STAFF REPORT

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

Date: September 26, 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 goals of increasing transparency and accountability).

Research and data from other cities, most of which has focused on ride-hailing, which is the most widely-used new mobility service, 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 yet 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

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>

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sharing has been shown to decrease vehicle trips and emissions¹¹), many of the challenges and opportunities are 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.

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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The rapid development of new transportation technologies also heralds a shift in transportation planning. Over the past several decades, public agencies have been largely responsible for operating transportation services and have led the conversation about transportation investments. Now a growing number of private companies are launching new services and investing significant capital in the transportation system. In addition to identifying policies that support the RTP goals, the ETS identifies tools and practices that public agencies can use to maintain responsible stewardship of the transportation system in an era of increasing private sector influence and disruption.

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

ETS updates to the 2014 Regional Transportation Plan

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

Recommendations of the ETS

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

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

Development of the ETS

In outreach conducted during 2015 and 2016 to identify key trends and challenges to be considered in the RTP, the Metro Council and stakeholders identified a need for the RTP to address the transformative impacts that emerging technology is having on the transportation system. Metro staff reviewed available research on the impacts of emerging technology, forecasts of when different technologies are expected to reach maturity, and technology plans and policies from peer agencies across the United States. Staff also held one-on-one conversations with over 40 stakeholders across the region – including representatives of

public agencies, technology companies and advocacy and community organizations – about their priorities for emerging technology. This research and these conversations formed the basis for a draft set of policies, which Metro staff refined based on feedback from Metro Council and Metro technical and policy advisory committees; technology-related stakeholder groups including the University of Oregon Sustainable Cities Initiative, the Regional Smart City Action Planning group convened by Portland State University and the City of Portland and the Technology Association of Oregon; and a working group convened at Metro consisting of public agency staff that met four times as the ETS was being developed. **Attachment 1** to this staff report lists the working group members. Metro staff incorporated research and policies in a draft version of the ETS, and finalized the public comment draft based on feedback from Metro committees.

A draft ETS was released for the 45-day public comment period on June 29, 2018. The ETS will be finalized to reflect recommended changes from the public comment period, as shown in **Exhibit B** to this resolution. Refer to Appendix D of the 2018 Regional Transportation Plan for more information about the regional planning and decision-making process and related public participation and engagement activities that also informed development of the ETS.

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.

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- 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.

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.
- 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), adopted by the Metro Council on December 6, 2018.

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



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.



G R E A T P L A C E S

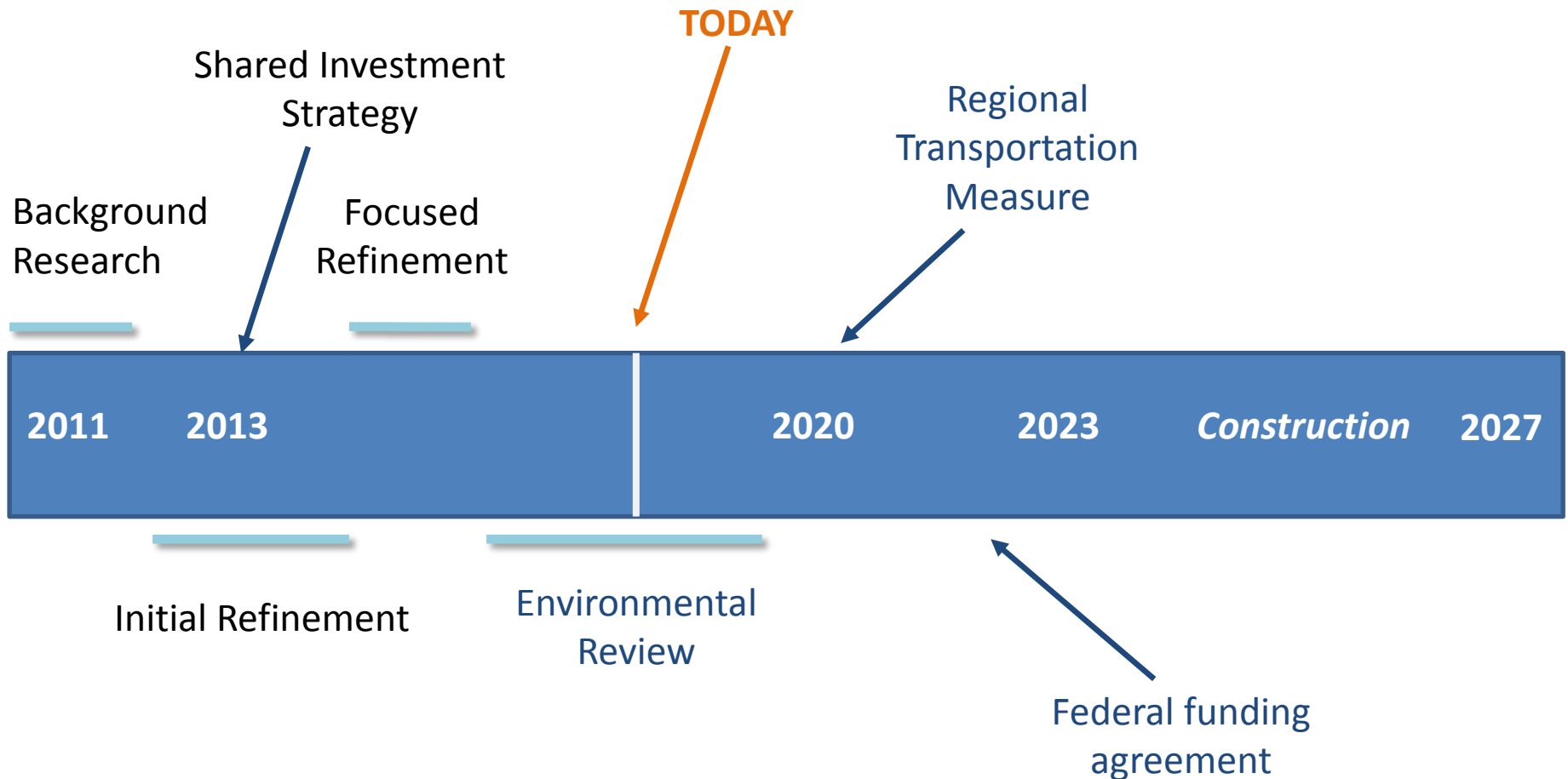
Corridor

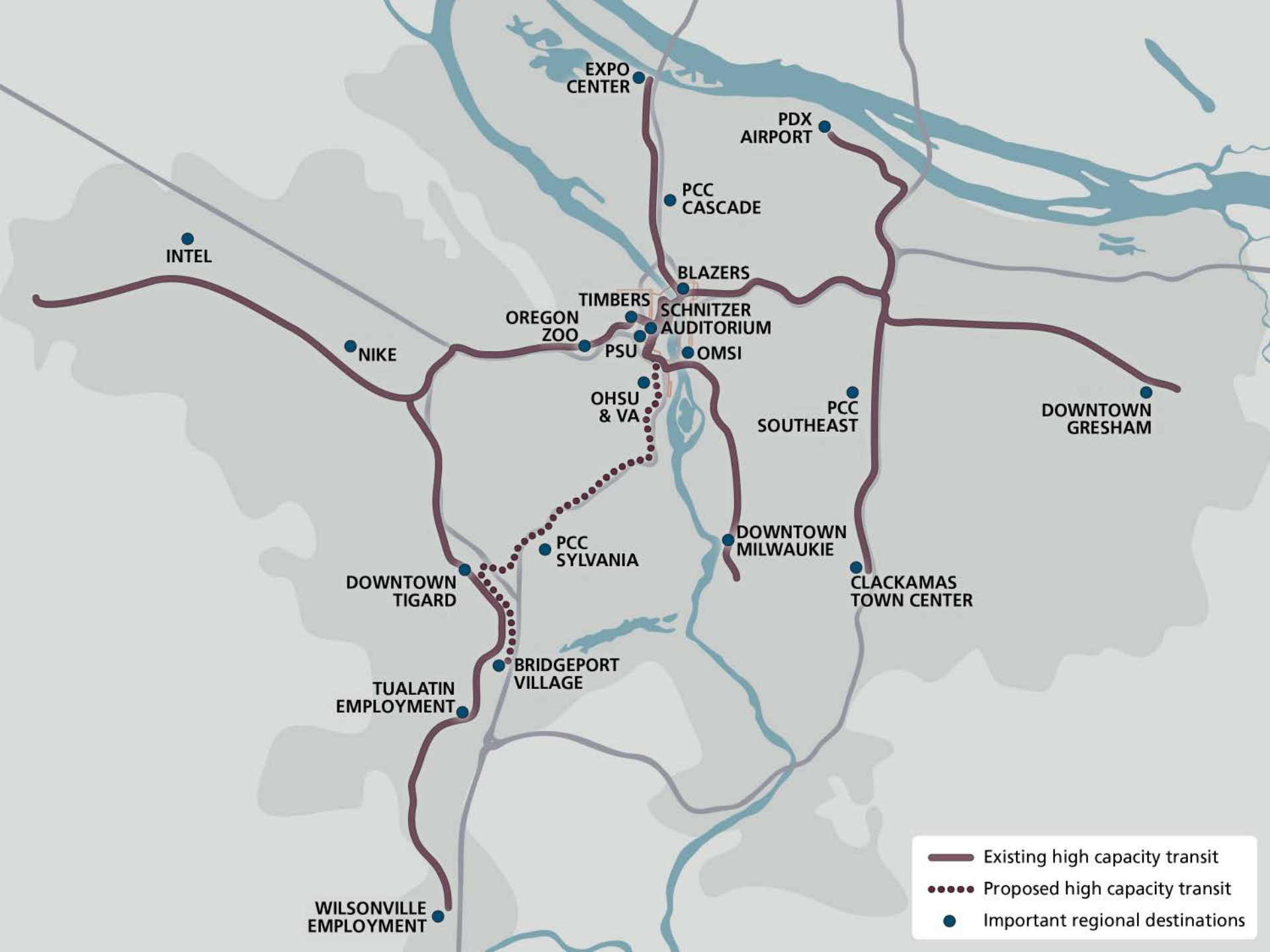
Portland • Sherwood • Tigard • Tualatin
Beaverton • Durham • King City
Washington County • ODOT • TriMet • Metro

SW Corridor Light Rail Preferred Alternative

Metro Policy Advisory Committee
October 10, 2018

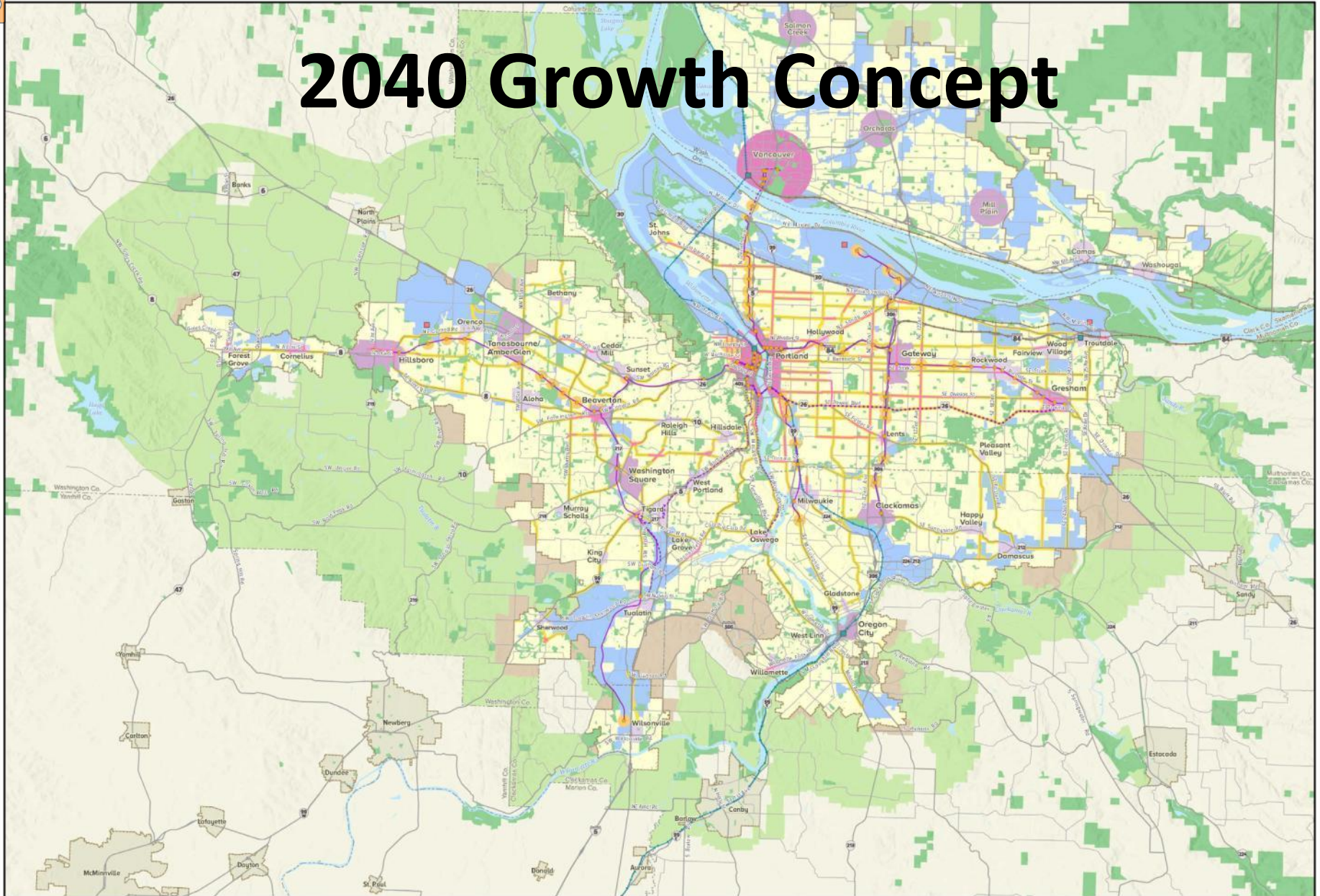
Overall LRT Schedule





- Existing high capacity transit
- Proposed high capacity transit
- Important regional destinations

2040 Growth Concept



2040 Growth Concept Map

September 2014
























The information on this map was derived from digital databases of Metro GIS. Care was taken in the location of this map. Metro cannot accept any responsibility for errors, omissions, or outdated information. There are no warranties, representations or other statements made by Metro for a particular purpose, although it may be so represented.

The Metro 2040 Growth Concept defines the form of regional growth and development for the Portland metropolitan region. The Growth Concept was adopted in December 1995 through the Region 2040 planning and public involvement process. This concept is intended to provide long-term growth management of the region.

This map highlights elements of regional planning efforts including the 2035 Regional Transportation Plan that outlines investments in multiple modes of transportation, and a commitment to local policies and investments that will help the region better accommodate growth within its centers, corridors and employment areas.

For more information on these initiatives, visit: <http://www.metrotransit.gov/2040>

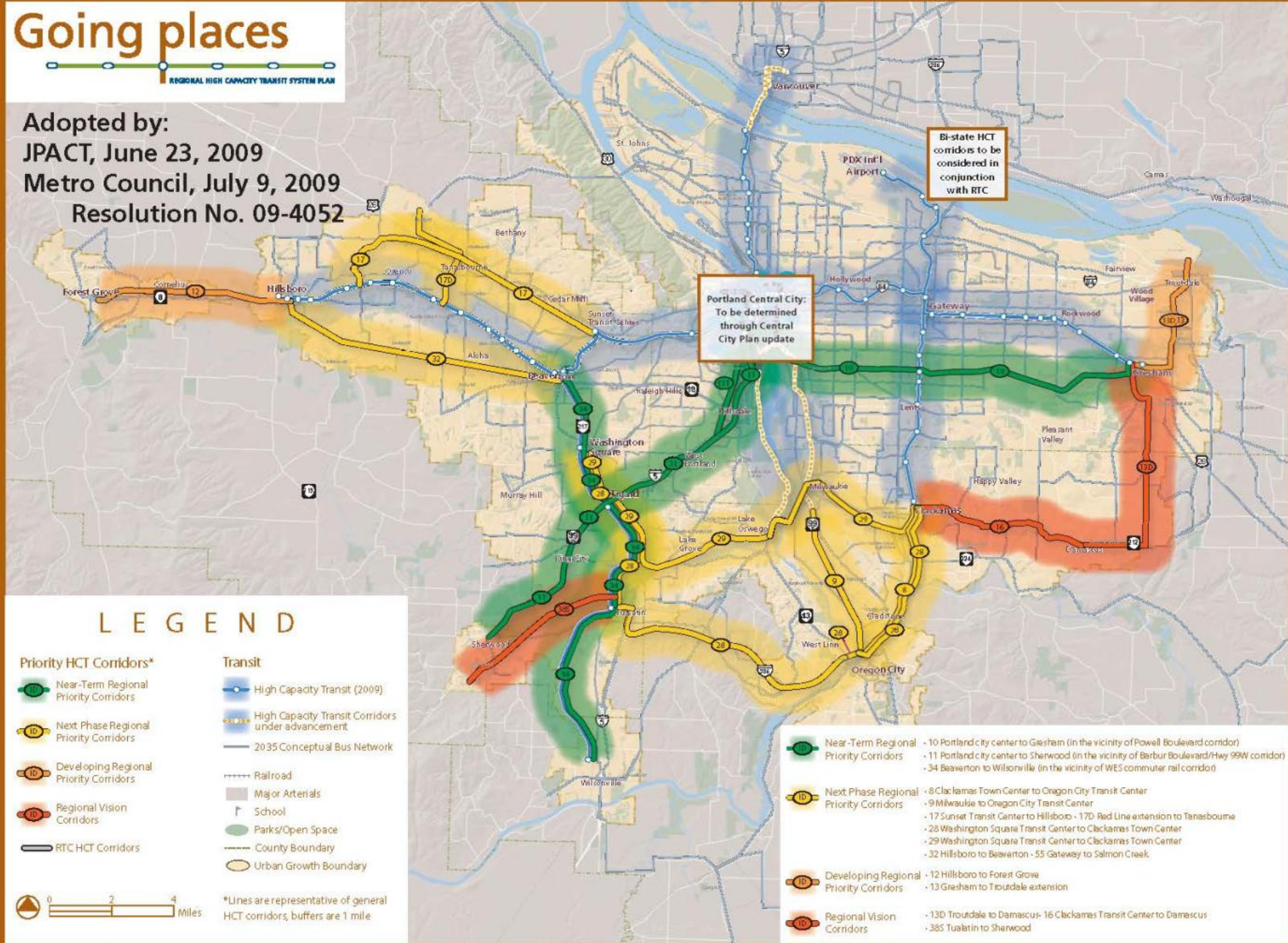
-  Central city
-  Regional center
-  Town center
-  Station communities
-  Main streets
-  Corridors
-  Employment land
-  Parks and natural areas
-  Neighborhood
-  Rural reserve
-  Urban reserve
-  Urban growth boundaries
-  Existing high capacity transit
-  Planned high capacity transit
-  Proposed high capacity transit tier 1
-  Mainline freight
-  High speed rail
-  County boundaries
-  Neighboring cities
-  Airports
-  Intercity rail terminal



Going places

REGIONAL HIGH CAPACITY TRANSIT SYSTEM PLAN

Adopted by:
 JPACT, June 23, 2009
 Metro Council, July 9, 2009
 Resolution No. 09-4052



Bi-state HCT corridors to be considered in conjunction with RTC

Portland Central City: To be determined through Central City Plan update

LEGEND

Priority HCT Corridors*

- Near-Term Regional Priority Corridors
- Next Phase Regional Priority Corridors
- Developing Regional Priority Corridors
- Regional Vision Corridors
- RTC HCT Corridors

Transit

- High Capacity Transit (2009)
- High Capacity Transit Corridors under advancement
- 2035 Conceptual Bus Network
- Railroad
- Major Arterials
- School
- Parks/Open Space
- County Boundary
- Urban Growth Boundary

*Lines are representative of general HCT corridors, buffers are 1 mile

- Near-Term Regional Priority Corridors
 - 10 Portland city center to Gresham (in the vicinity of Powell Boulevard corridor)
 - 11 Portland city center to Sherwood (in the vicinity of Barbur Boulevard/Hwy 99W corridor)
 - 34 Beaverton to Wilsonville (in the vicinity of WES commuter rail corridor)
- Next Phase Regional Priority Corridors
 - 8 Clackamas Town Center to Oregon City Transit Center
 - 9 Milwaukie to Oregon City Transit Center
 - 17 Sunset Transit Center to Hillsboro - 17D Red Line extension to Tanesbourne
 - 28 Washington Square Transit Center to Clackamas Town Center
 - 29 Washington Square Transit Center to Clackamas Town Center
 - 32 Hillsboro to Beaverton - 55 Gateway to Salmon Creek
- Developing Regional Priority Corridors
 - 12 Hillsboro to Forest Grove
 - 13 Gresham to Troutdale extension
- Regional Vision Corridors
 - 13D Troutdale to Damascus- 16 Clackamas Transit Center to Damascus
 - 38S Tuatlin to Sherwood



There could be 340,000 residents in
the Southwest Corridor by 2035-

70,000

more than today.

swcorridorplan.org





255,000

people:

If all the people who work in the Southwest Corridor
were their own city, they'd be bigger than Eugene.

swcorridorplan.org



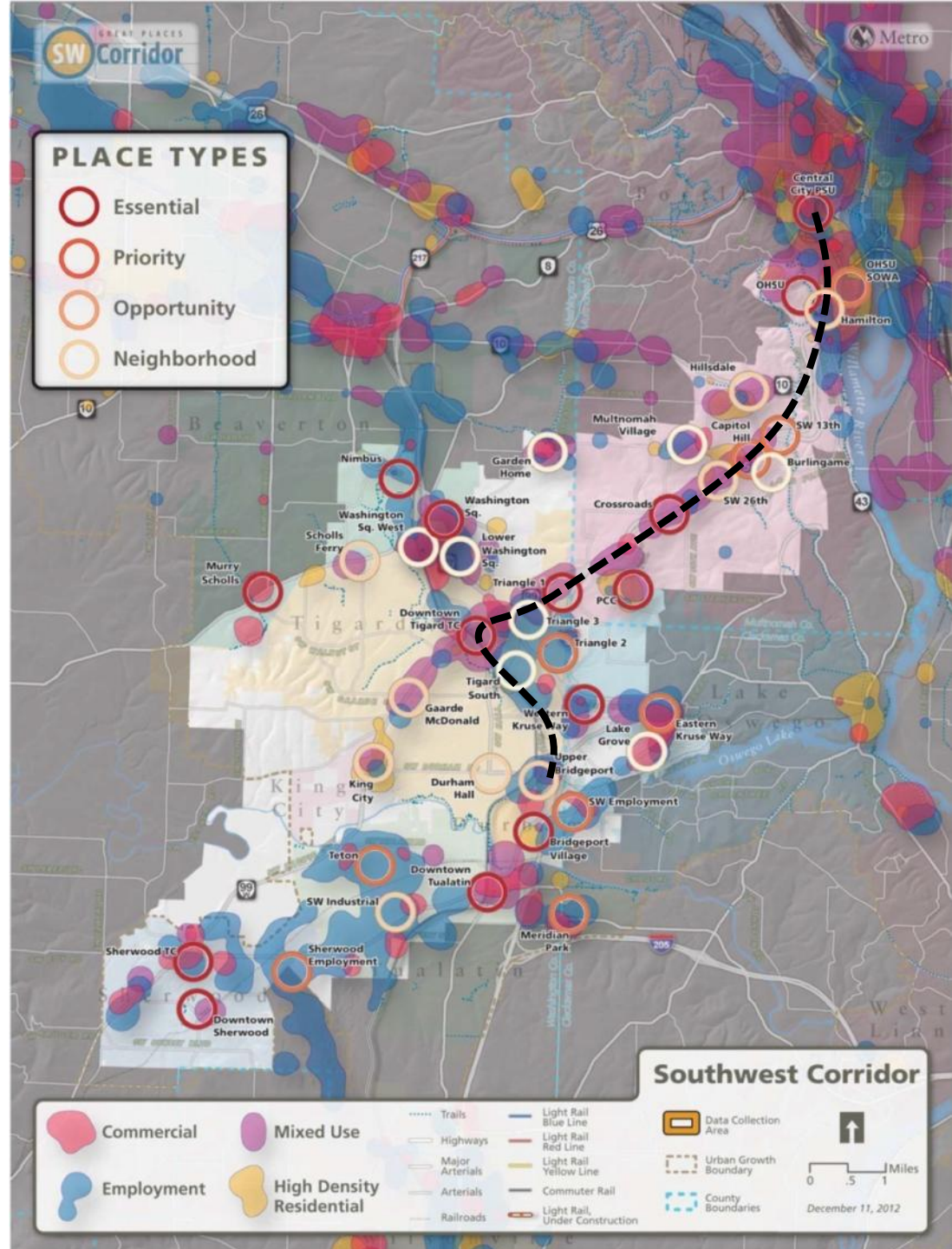
13-17

hours of congestion a day:

That's how bad traffic will be on Interstate 5
between Portland and Tigard in 2035.

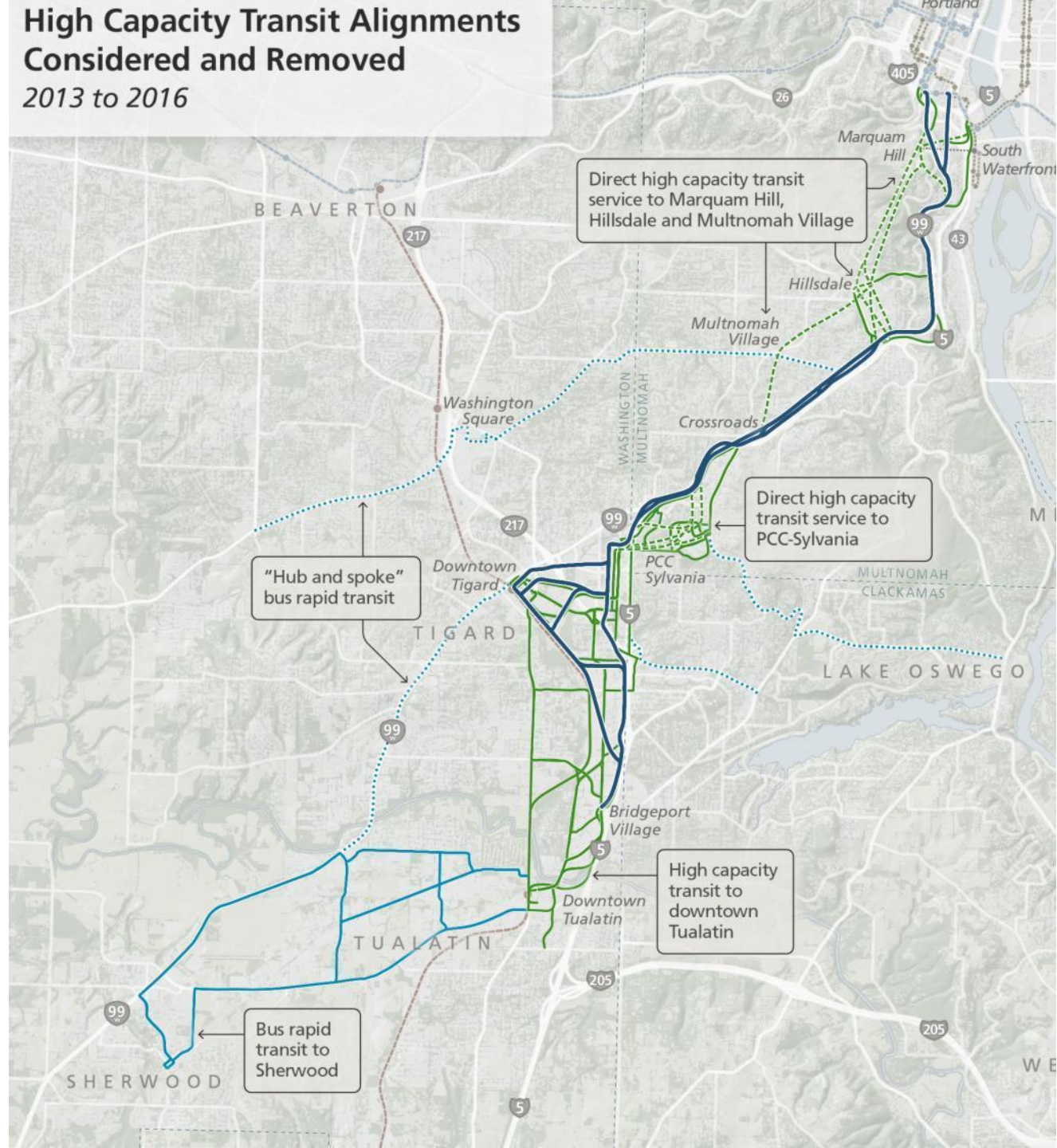
swcorridorplan.org

We started
 with land use
 to connect to
 places



High Capacity Transit Alignments Considered and Removed 2013 to 2016

Over 60
alignment
options were
considered



Major decisions included tunnels and BRT or light rail







Environmental review



Federal Transit Administration

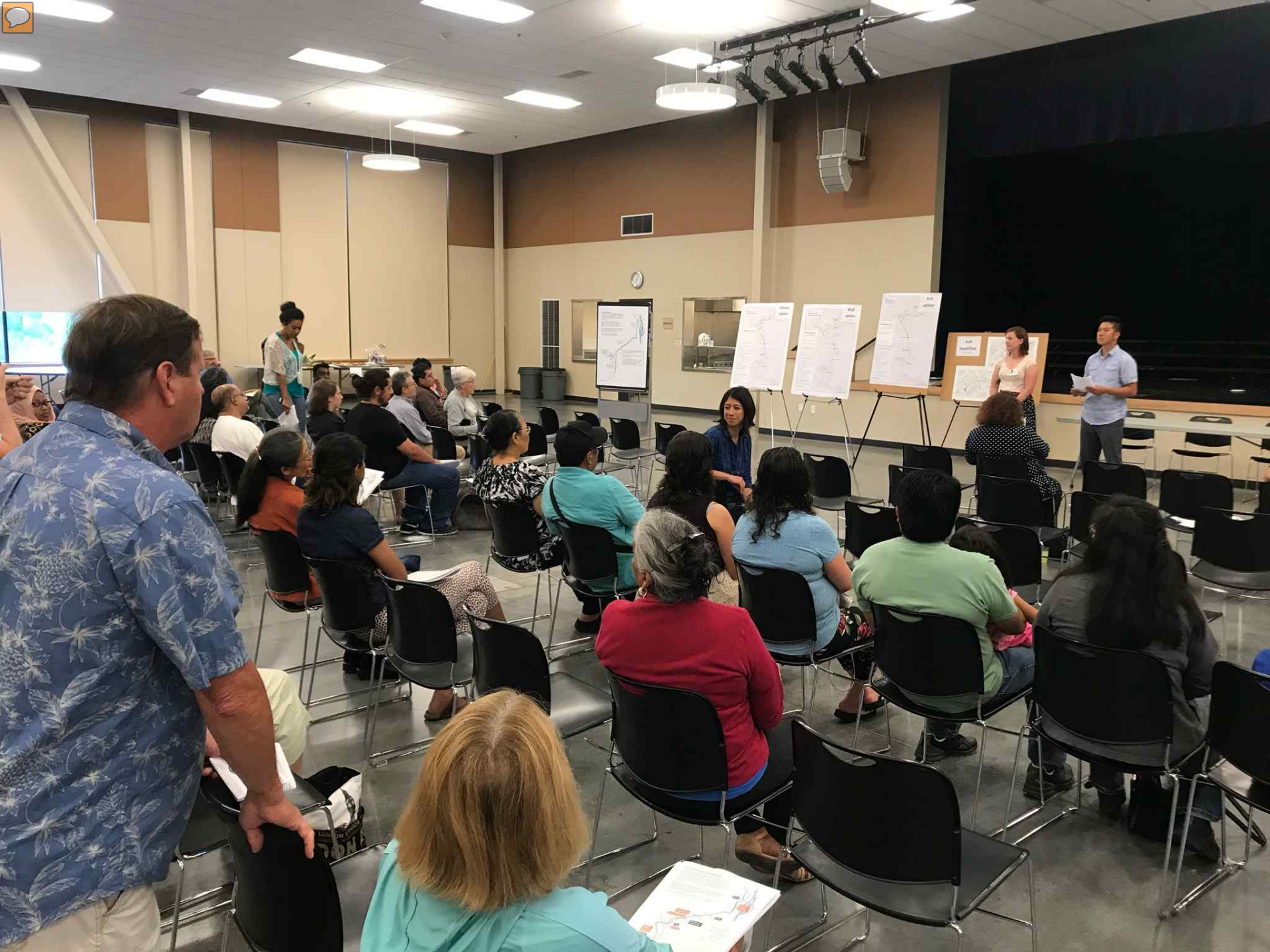
- Help decision makers understand environmental consequences
- Inform public of potential impacts
- Consult with relevant agencies
- Find ways to avoid, minimize or mitigate adverse effects
- Become eligible for federal funds



Metro

TRI MET

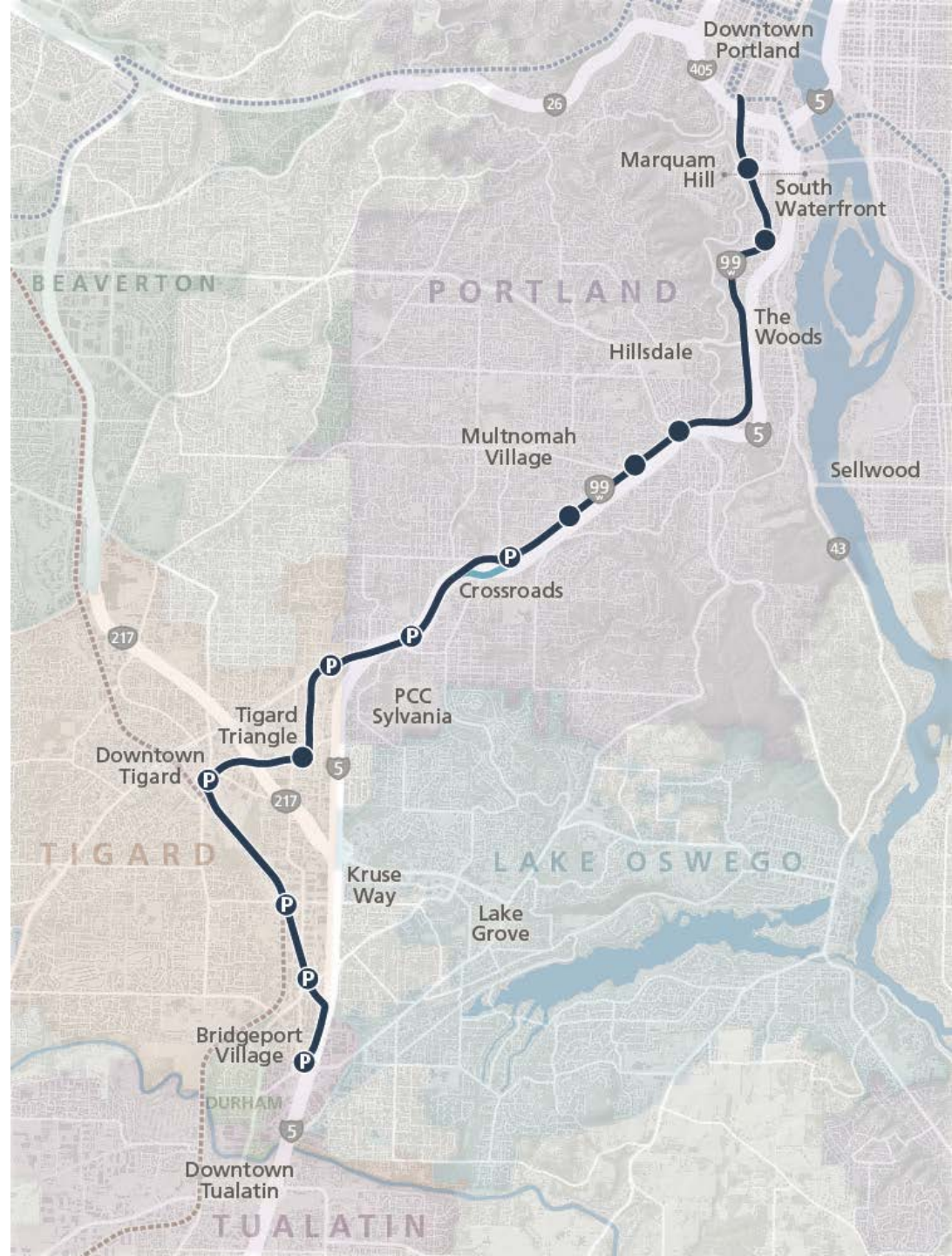
Parametrix



***Preferred Alternative
recommended by
SW Corridor Steering
Committee***

Based on...

- Purpose and Need
- Draft EIS
- Public + agency input
- FTA rating criteria



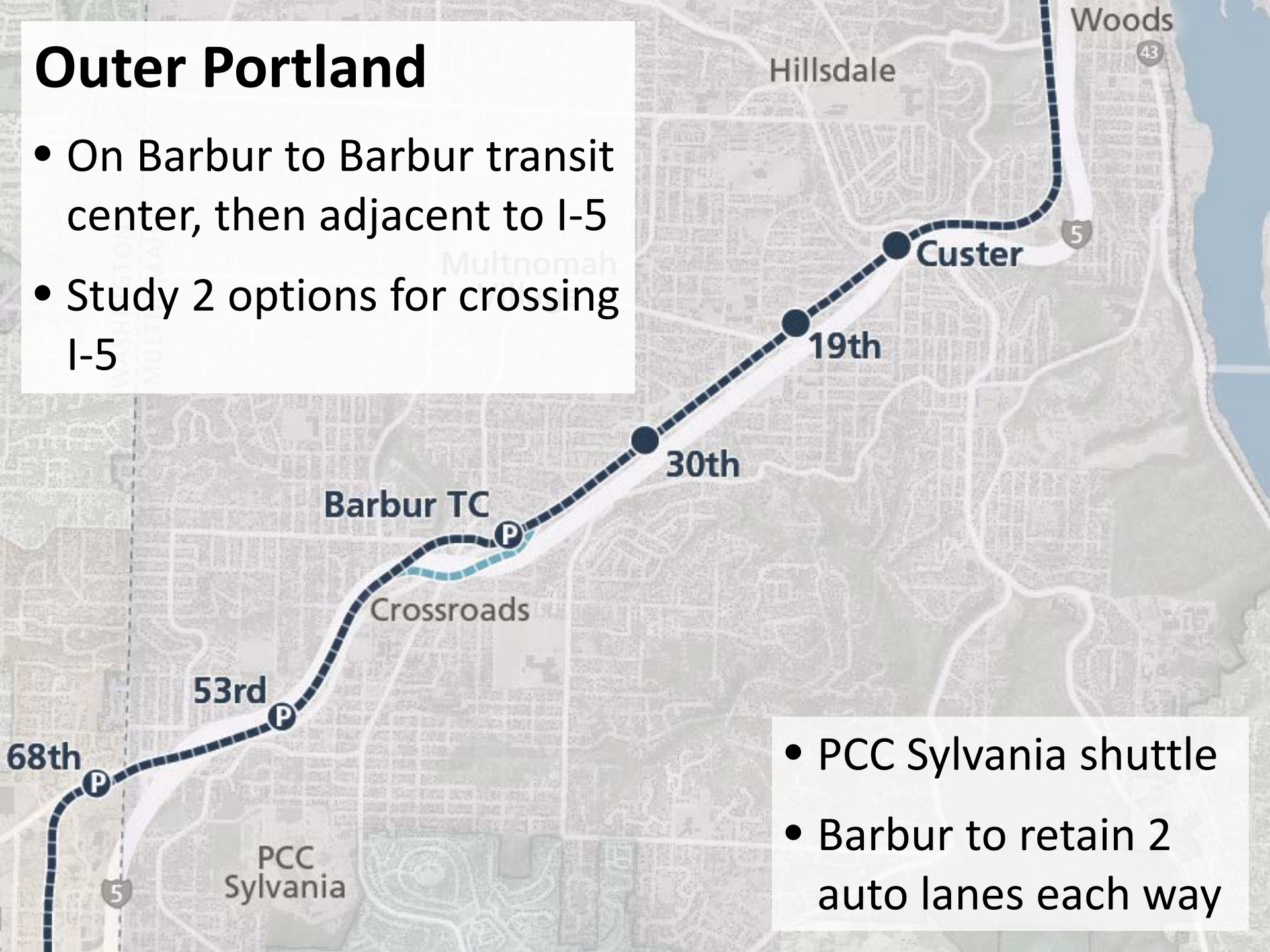
Inner Portland

- On Barbur Blvd.
- Marquam Hill connection (tbd)
- Shared transitway
- Replace Newbury and Vermont viaducts
- Continuous bike lanes & sidewalks on Barbur



Outer Portland

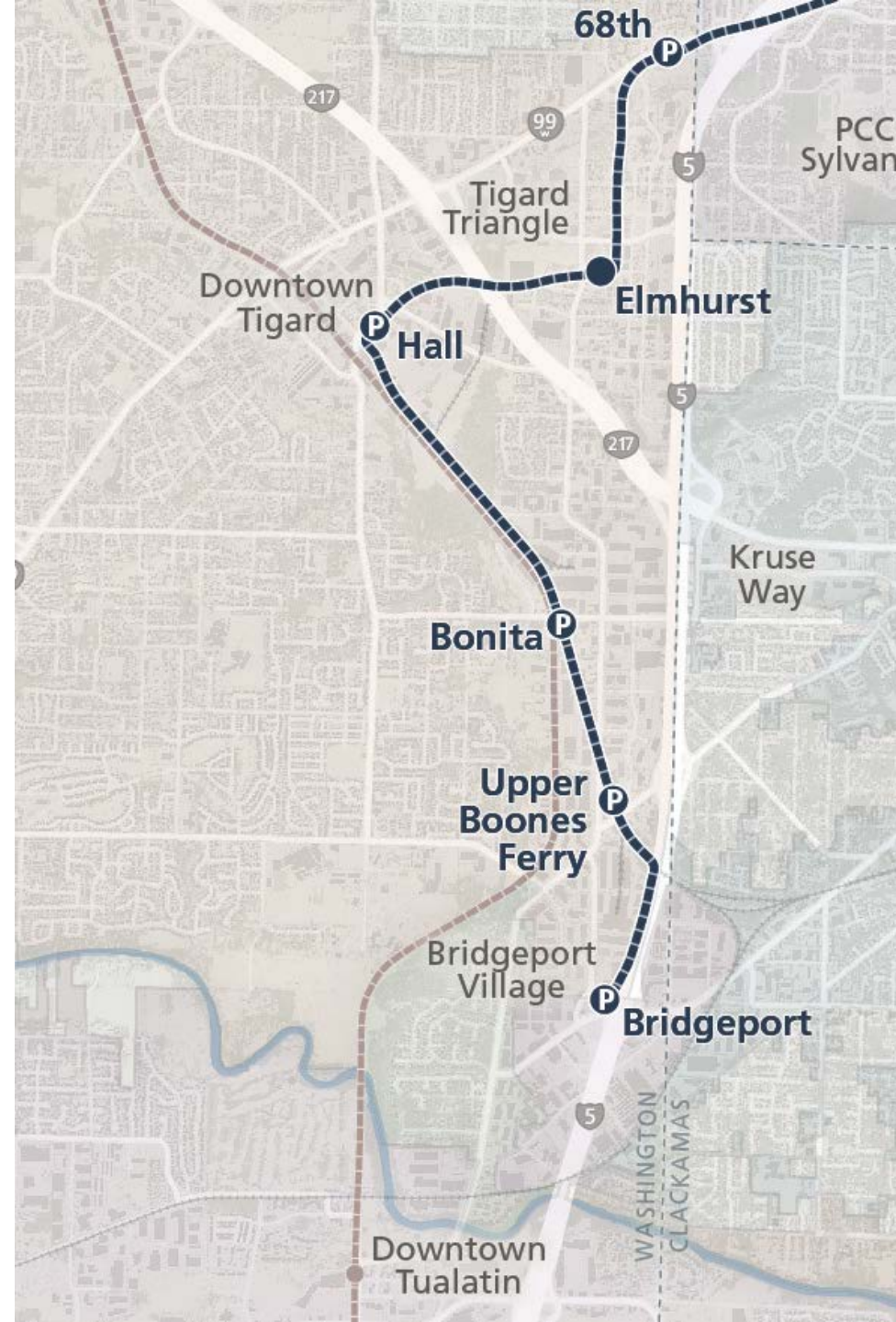
- On Barbur to Barbur transit center, then adjacent to I-5
- Study 2 options for crossing I-5



- PCC Sylvania shuttle
- Barbur to retain 2 auto lanes each way

Tigard / Tualatin

- Cross under Barbur/99W
- 70th Ave to Elmhurst
- Alignment and station east of Hall Blvd
- Hunziker O&M facility
- Adjacent to railroad
- Terminus at Bridgeport



More than light rail...

- new walk and bike connector between Barbur and **Marquam Hill**
- 2-mile **shared transitway** to allow buses to bypass traffic congestion
- shuttle between **PCC-Sylvania** and nearby stations
- continuous **sidewalks** and **protected bike lanes** where LRT is in Barbur

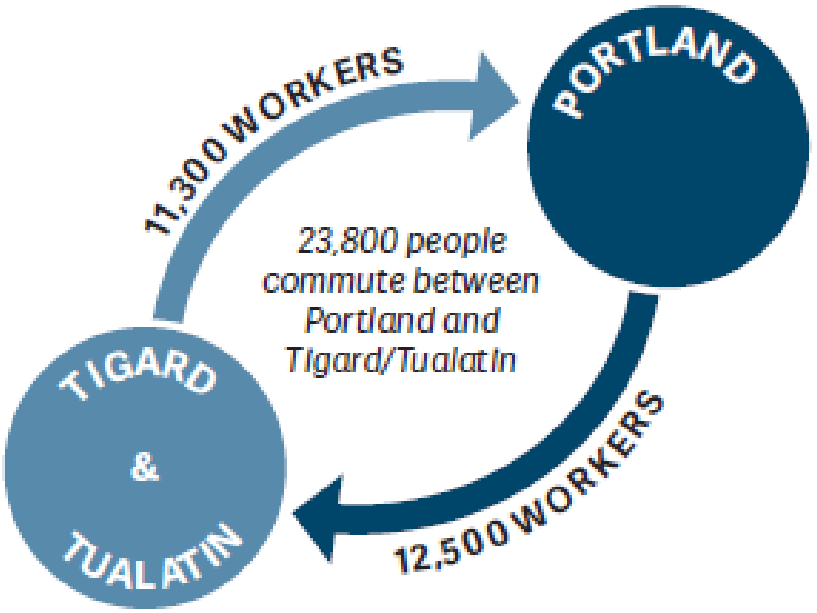
Project Benefits



43,000 riders on the line
on an average weekday in 2035



1 in 5 commuters on MAX
going southbound from downtown during the 2035 PM rush hour



Climate action goals

Infill TOD in regional town centers



Next Steps

2019: Project Development

- New Steering Committee & CAC
- Public meetings & design workshops
- Update / advance designs
- Continue SWEDS
- Complete environmental review

2020: Regional funding measure

2022: Secure federal funds

2027: Light rail opening

Equitable Development Strategy

- \$895,000 FTA Grant
- 2 year implementation timeline
- Goal:
To ensure that the residents of the SW Corridor have access to the opportunities that light rail will bring and concurrently address the impacts associated with this major infrastructure investment

Equitable Development Principles

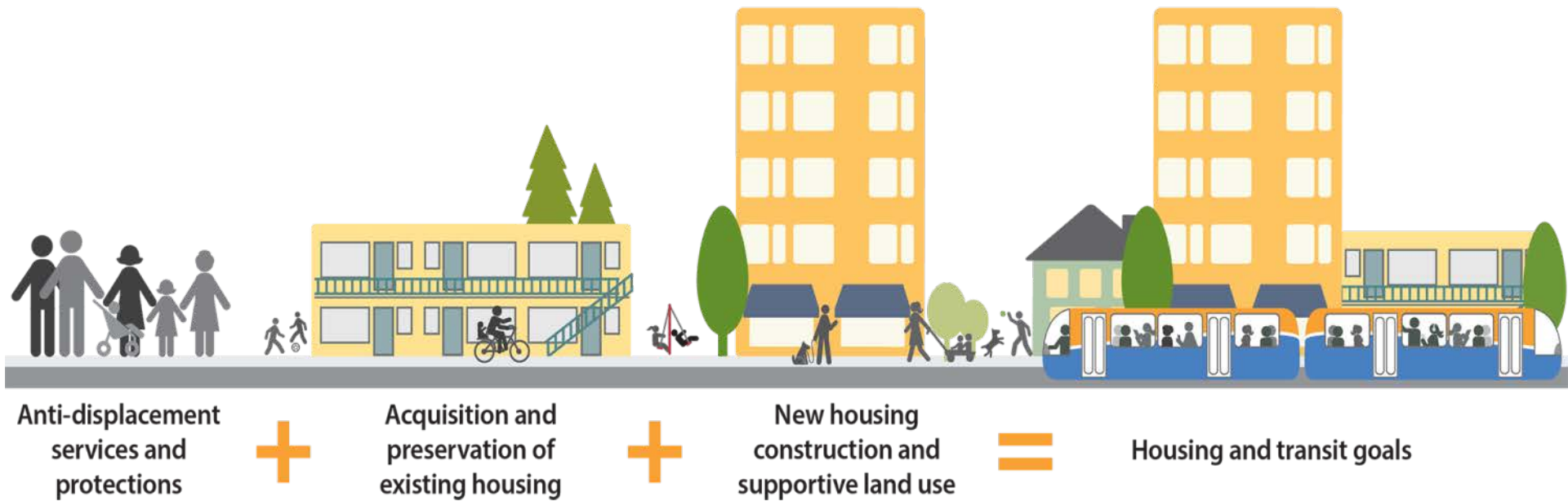
1. Address residential and business displacement
2. Reduce disparities and improve conditions for affected people
3. Preserve and expand affordable housing
4. Advance economic opportunity for all and build community capacity for wealth creation
5. Promote transportation mobility and connectivity
6. Develop healthy and safe communities
7. Expand the breadth and depth of influence among affected people

A Project About People



SW Corridor Equitable Housing Strategy

Big ideas and bold action will be needed to achieve our housing and transit goals



Goals...

Strategies...



Goal 1

Commit early financial resources to address near-term housing crisis and long-term needs

Strategy 1-1: Grow new resources for the long-term

Form a SW Portland Urban Renewal Area ▲

Fully Capitalize the Network for Oregon Affordable Housing's Housing Acquisition Fund +

Support a Metro regional housing bond +

Support region-wide workforce housing real estate investment trust ▲

Explore an employer-assisted housing and corridor employer fund +

Strategy 1-2: Prioritize existing resources early on

Prioritize competitive resources for the SW Corridor +

Promote existing incentives available to all multi-family development +

Strategy 1-3: Strengthen partners to steward the strategy

Form a lasting community-centered organizational structure to champion and implement the strategy +



Goal 2

Prevent residential and cultural displacement

Strategy 2-1: Preserve existing unregulated affordable rental housing

Acquire and convert up to ten unregulated affordable multi-family apartment buildings into income/rent restricted buildings +

Provide tax exemptions for existing unregulated affordable housing +

Strategy 2-2: Strengthen tenant protections and provide anti-displacement services

Fund an anti-displacement services package +

Strengthen tenant protections +

Goal 3

Increase choices for new homes for all household types and incomes

Strategy 3-1: Secure and develop opportunity sites for new construction of equitable transit-oriented development (TOD)

Develop TOD-scale (100+ homes) affordable multi-family buildings in each of the ten station areas in Portland and Tigard +

Execute an interagency Equitable TOD Memorandum of Understanding +

Inclusionary zoning receiving site(s) agreement ▲

Recruit community land trusts to the corridor +

Identify opportunities for community benefits agreements +

Strategy 3-2: Regulate land use and zoning to create affordable and market rate housing

Incentivize equitable TOD through zoning +

Incentivize equitable TOD through development agreements +

Adopt middle housing tools and policies that work for low-income households +

SW Corridor Targets and Funding Strategies for Affordable Homes

Stretching to meet more of the need in the SW Corridor

Actual need 4,240 homes

100%

54%

24%

10 X 10 Goal

- ★ Build one new affordable building near each of the 10 light rail stations
- ★ Acquire 10 unregulated apartment buildings where displacement is high

Stretch target of 2,300 with NEW sources and tools:

Interagency Memorandum of Understanding
Metro Housing Bond*
Portland Urban Renewal Area
Network for Oregon Affordable Housing fund
Other Sources

Minimum target of 1,000 homes with EXISTING sources:

Tigard Urban Renewal Area
Low Income Housing Tax Credit
Portland Housing Bond*
Inclusionary Housing

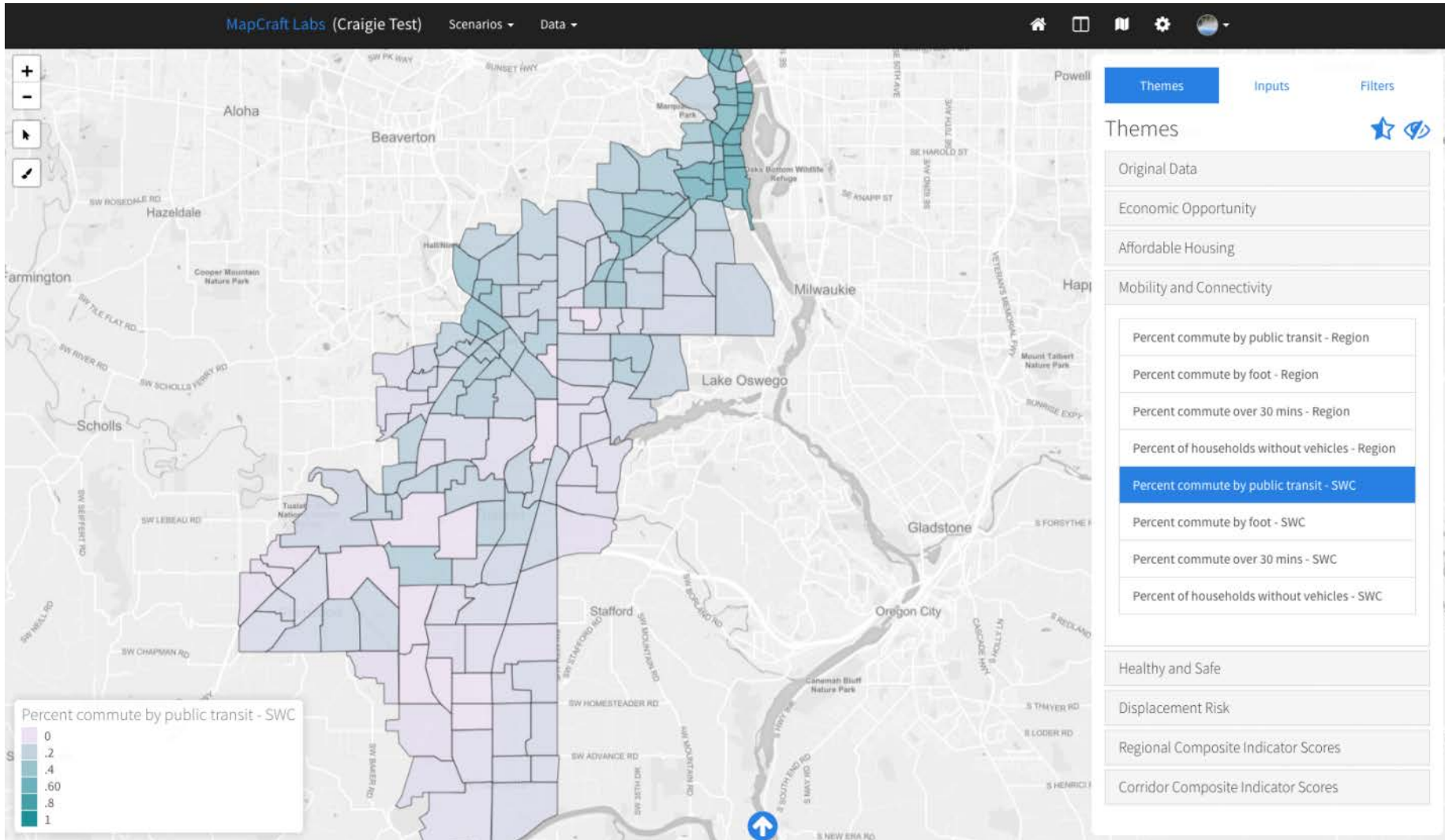
*Assumes constitutional amendment passes



Actions in SW Corridor

- 40 + Actions identified by Oversight Committee
 - ◆ Affordable Housing
 - ◆ Workforce Development
 - ◆ Community Investment & Development
- Who implements?
 - ◆ Each action seeks a champion
 - ◆ 10 actions currently underway or have a champion identified

How do we measure success?



Pilot Projects

- Early implementation opportunity
- Focus on allowing community to define the projects
- Test what works as we develop the final equitable development strategy
- \$275,000 budget
- 11 applications for \$770,000
- 6 projects recommended for awards by Selection Committee

Business & Workforce Awards

Mercy Corps NW

Getting minority and women-owned businesses ready to weather the impact of Light Rail construction

IRCO & OHSU

Providing immigrants, people of color, and other marginalized communities access to career advancement opportunities in healthcare

Equity & Housing Awards

Community Partners for Affordable Housing (CPAH)

Engaging historically marginalized communities in the design of existing and future affordable housing developments

Home Forward

Helping the Muslim community in SW Corridor navigate and influence affordable housing opportunities

Equity & Housing Awards

Proud Ground

Helping targeted communities access affordable homeownership opportunities in the SW Corridor

Momentum Alliance

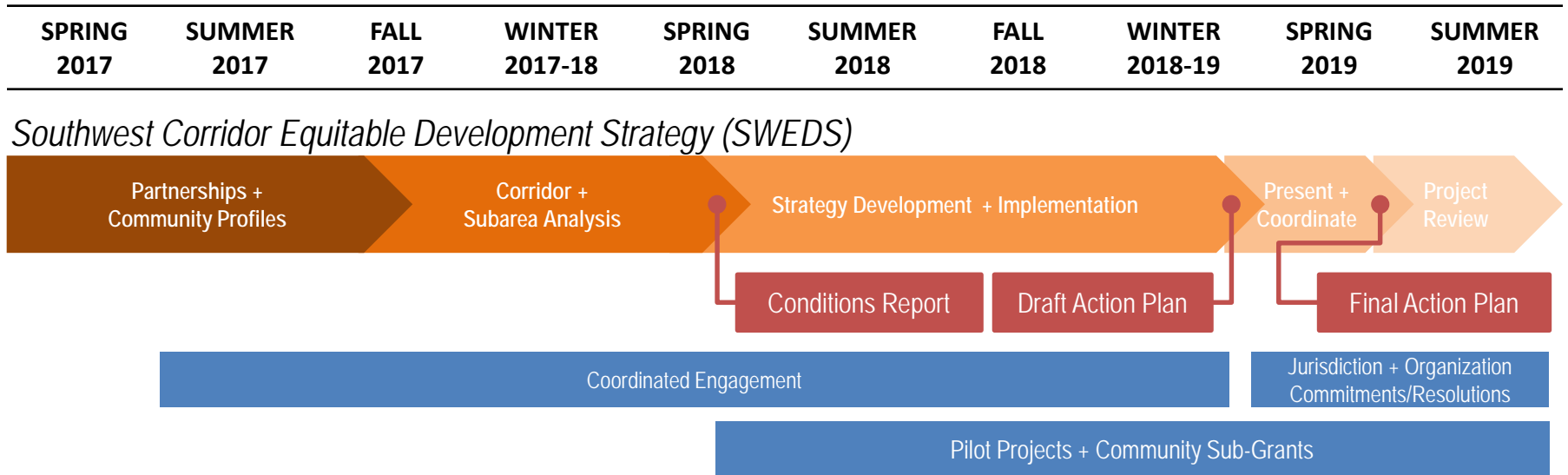
Enhancing the ability of communities of color to participate and influence the SW Corridor Plan

Long-Term Implementation

- Federal Grant expires in July 2019
- Next 10 years are key to successful outcomes
- Support of local and national philanthropy will likely be necessary to keep a coalition of partners together
- Time is right- there is support to undertake these efforts now

Questions?

Timeline





Metro

2030 Regional Waste Plan

October 2018

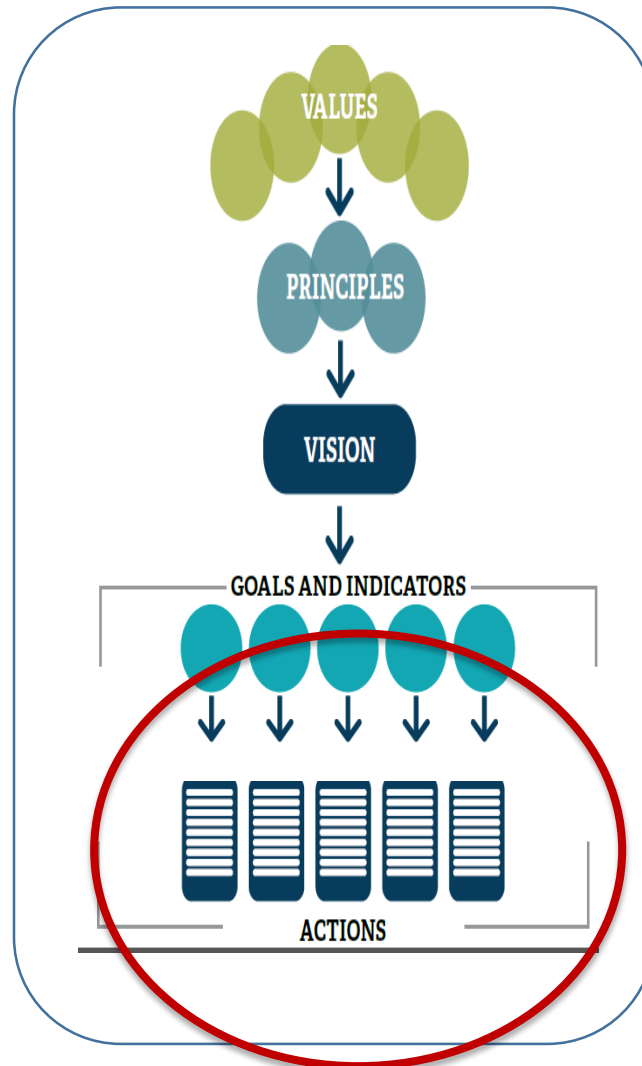


What is the 2030 Regional Waste Plan??

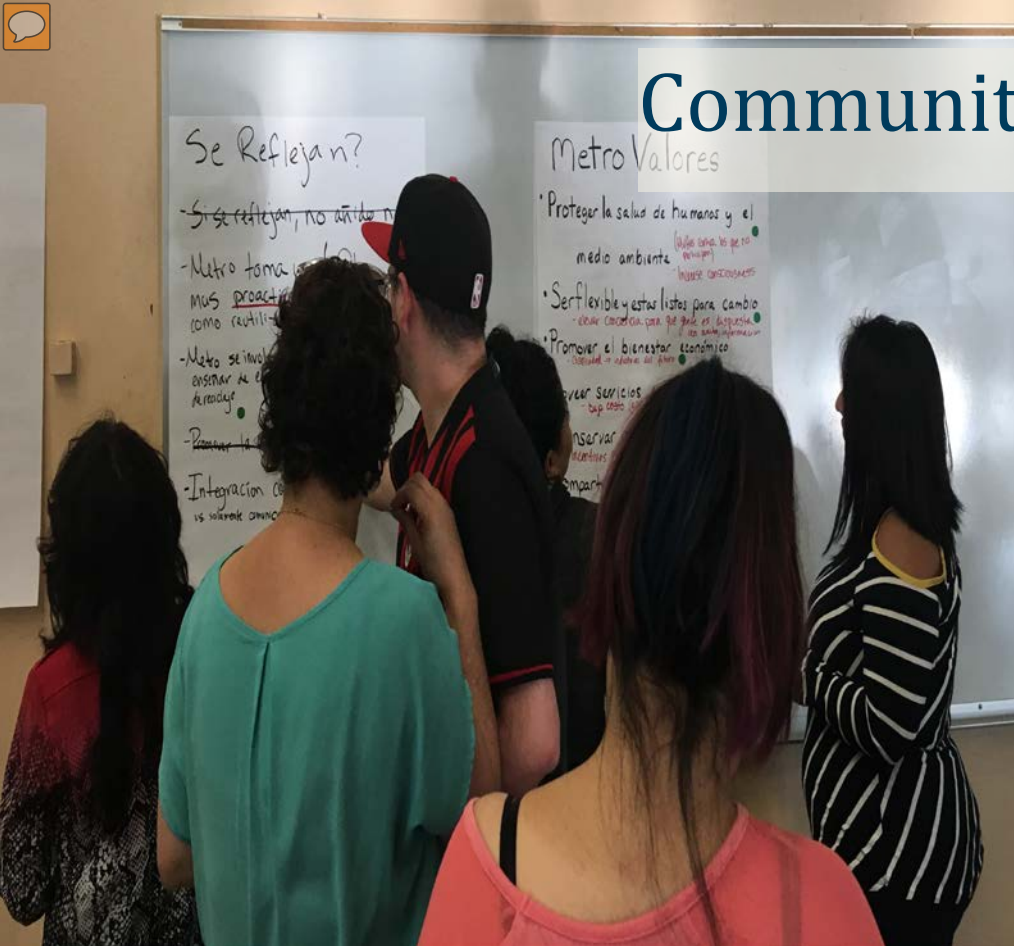


- Establishes direction
 - vision
 - goals
 - actions
- Framework for Metro, cities and counties
- Outlines roles and responsibilities

2030 Regional Waste Plan



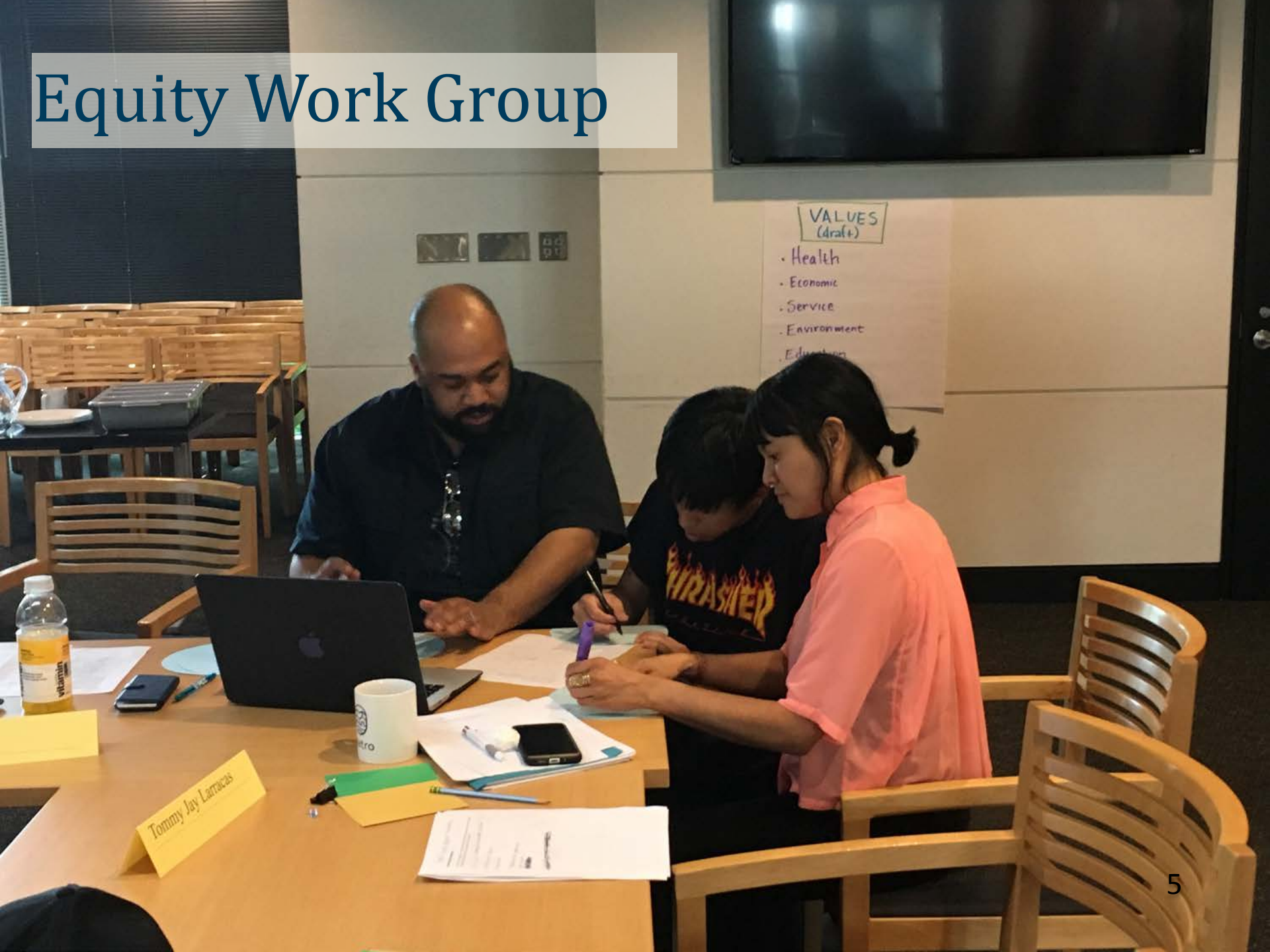
Community Discussions & Tours



- Momentum Alliance
- North by Northeast Community Health Center
- Constructing Hope
- Immigrant Refugee Community Organization

- Trash for Peace
- Centro Cultural de Washington County
- Center for Diversity and the Environment's Environmental Professionals of Color
- Rosewood Initiative

Equity Work Group

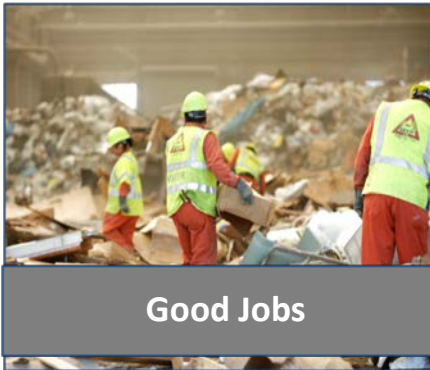
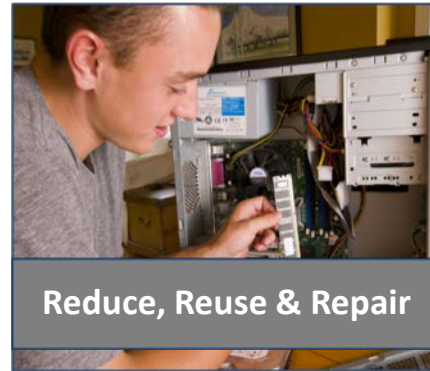


VALUES (draft)

- Health
- Economic
- Service
- Environment
- Education

Tommy Jay Larracas

2030 Vision



Action Planning

**Technical Work
Groups**



**Community
Forum**



Goal Areas



SHARED PROSPERITY



PRODUCT DESIGN & MANUFACTURING



PRODUCT USE & CONSUMPTION



PRODUCT END-OF-LIFE



DISASTER RESILIENCE

Actions

Goal 10: Provide regionally consistent services for garbage, recyclables and other priority materials that meet the needs of all users.

ACTIONS TO BE COMPLETED BY 2030

**LEAD
AGENCY**

STATUS

**IMPLEMENTATION
APPROACH**

10.1. Provide comprehensive collection services, and supporting education and assistance, for source-separated recyclables, source-separated food scraps and garbage in compliance with state, regional and local requirements, including the Regional Service Standard, Business Recycling Requirement and Business Food Waste Requirement in Metro Code.

Cities
Counties

In progress

Code and
authorizations

E

10.2. Implement minimum service levels or performance standards for all collected materials for multifamily and commercial tenants.

Metro
Cities
Counties

NEW

Code and
authorizations



Shared Prosperity

Actions

- Add new representation to advisory committees
- Increase solid waste related spending that goes to locally, minority and women owned businesses
- Establish living wage standards
- Reduce the use of temporary workers
- Develop workforce development programs





Product Design & Manufacturing Actions

- Eliminate chemicals of concern
- Use product stewardship to reduce environmental impacts
- Phase out or bans for high impact products





Product Use & Consumption

Actions

- Implement policies to reduce single use products, such as plastic bags
- Deliver culturally responsive education on waste prevention and better purchasing choices
- Prevent the wasting of food through tools and education





Product End-of-Life Management

Actions

- Expand reuse and repair services
- Improve services to multifamily residences
- Improve collection for difficult to manage items
- Implement low income rate assistance program
- Invest in local markets for recyclables
- Evaluate west-side full service station





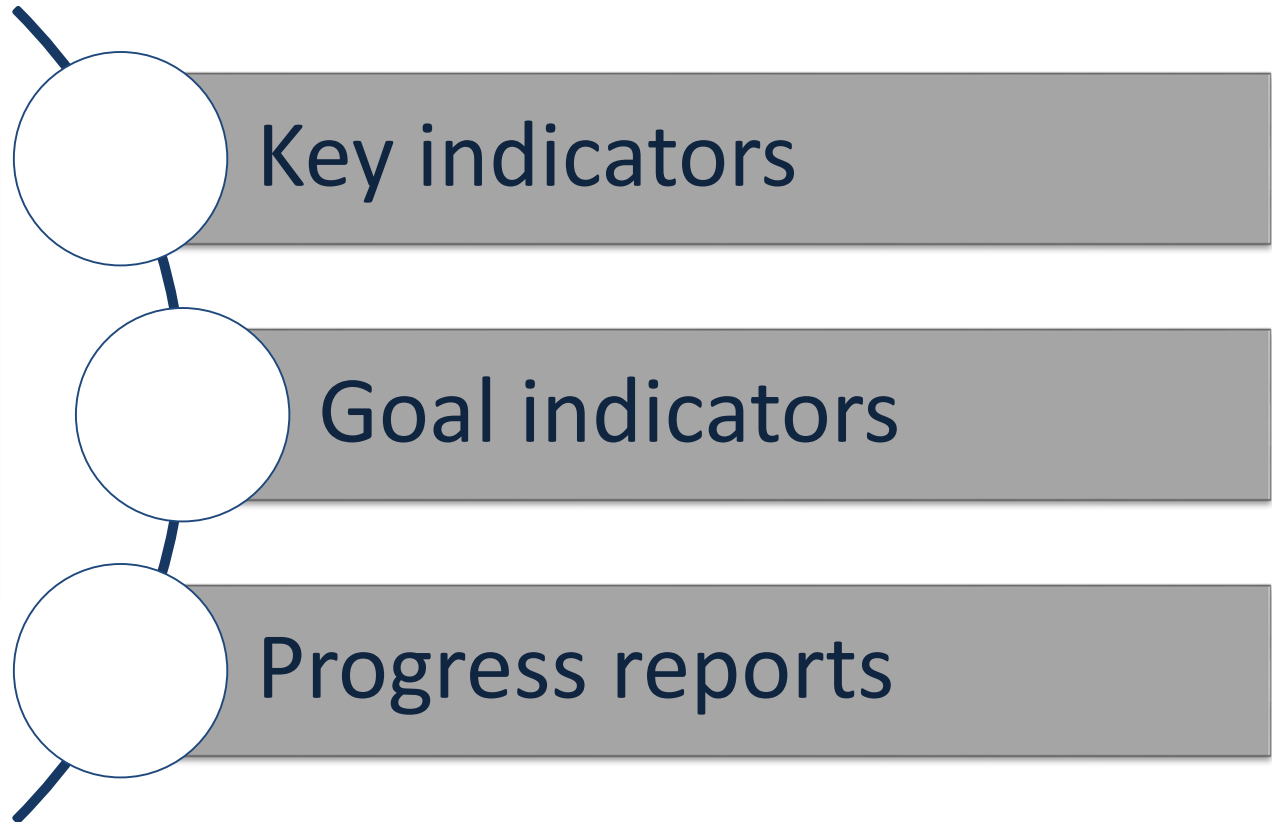
Disaster Resilience Actions

- Develop a database of solid waste infrastructure and resources
- Implement emergency planning requirements for service providers
- Identify debris management sites
- Develop strategies for recycling and disposal of materials



Measuring progress

2030 Regional
Waste Plan



Next Steps

Public comment and engagements

Nov. 19-Dec. 21, 2018

SWAAC draft plan review

December 13, 2018

MPAC draft plan review

January 23, 2019

Metro Council work session

February 5, 2019

Metro Council hearings

February 21 and 28, 2019

Discussion questions

1. Do you have any input on the draft actions and indicators?
2. Do you have any questions about the process and next steps?

Next Steps





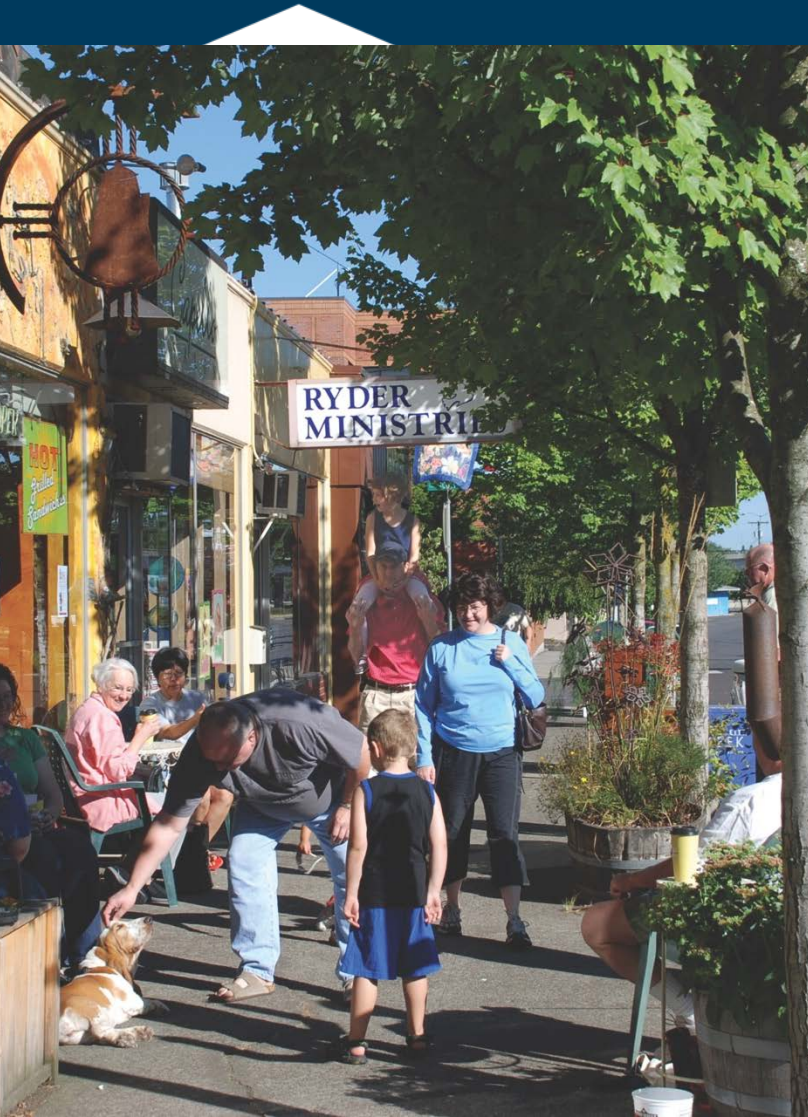
Metro

Adoption of the 2018 Regional Transportation Plan and Strategies

**MPAC RECOMMENDATION
TO THE METRO COUNCIL REQUESTED**

October 10, 2018 | Kim Ellis, project manager

Tonight's purpose

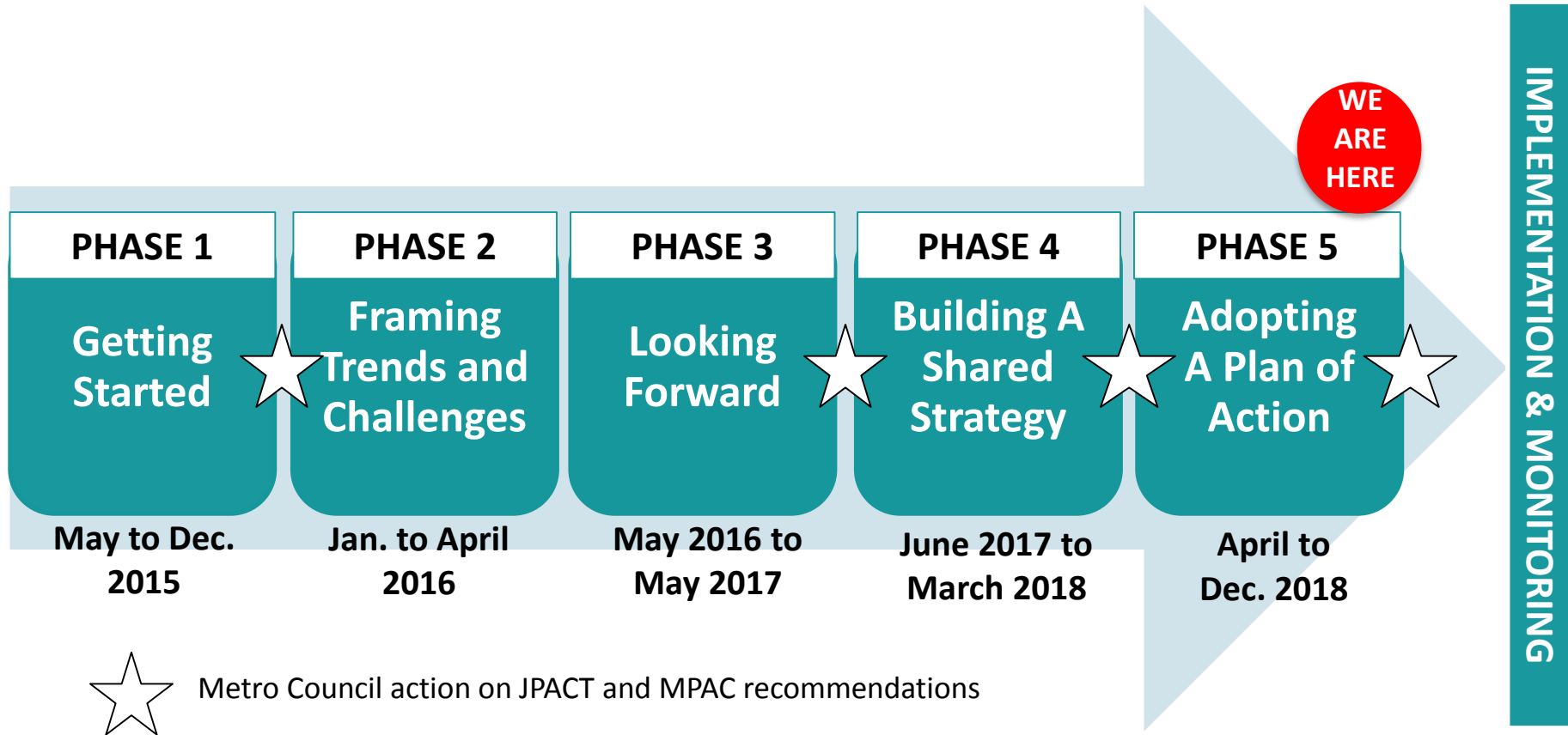


Request MPAC's recommendation to the Metro Council on adoption of the:

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

Highlight MTAC's recommendation to MPAC and final steps to adoption

RTP timeline



Meaningful, ongoing engagement



Our updated shared vision

In 2040, everyone in the Portland metropolitan region will share in a prosperous, equitable economy and exceptional quality of life sustained by a safe, reliable, healthy, and affordable transportation system with travel options.



Vision statement approved by the Metro Council, JPACT and MPAC in May 2017.

Updated goals and objectives

- Vibrant communities
- Shared prosperity
- Transportation choices
- Reliability and efficiency
- Safety and security
- Healthy environment
- Healthy people
- Climate leadership
- Equitable transportation
- Fiscal stewardship
- Transparency and accountability

Key regional priorities

Transportation
equity*

with a focus on race and income

Safety

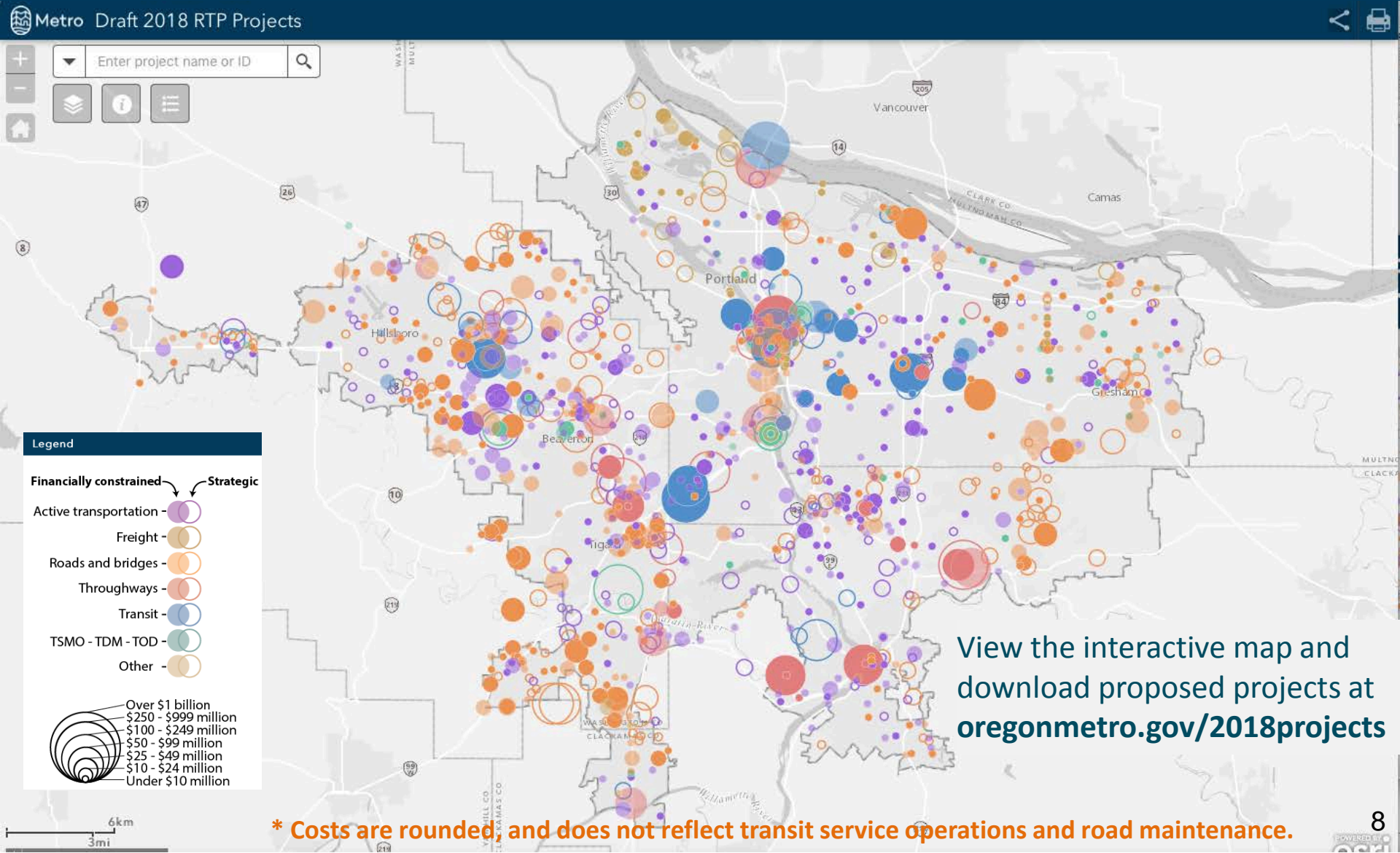
Congestion

Travel options

Climate Smart
implementation

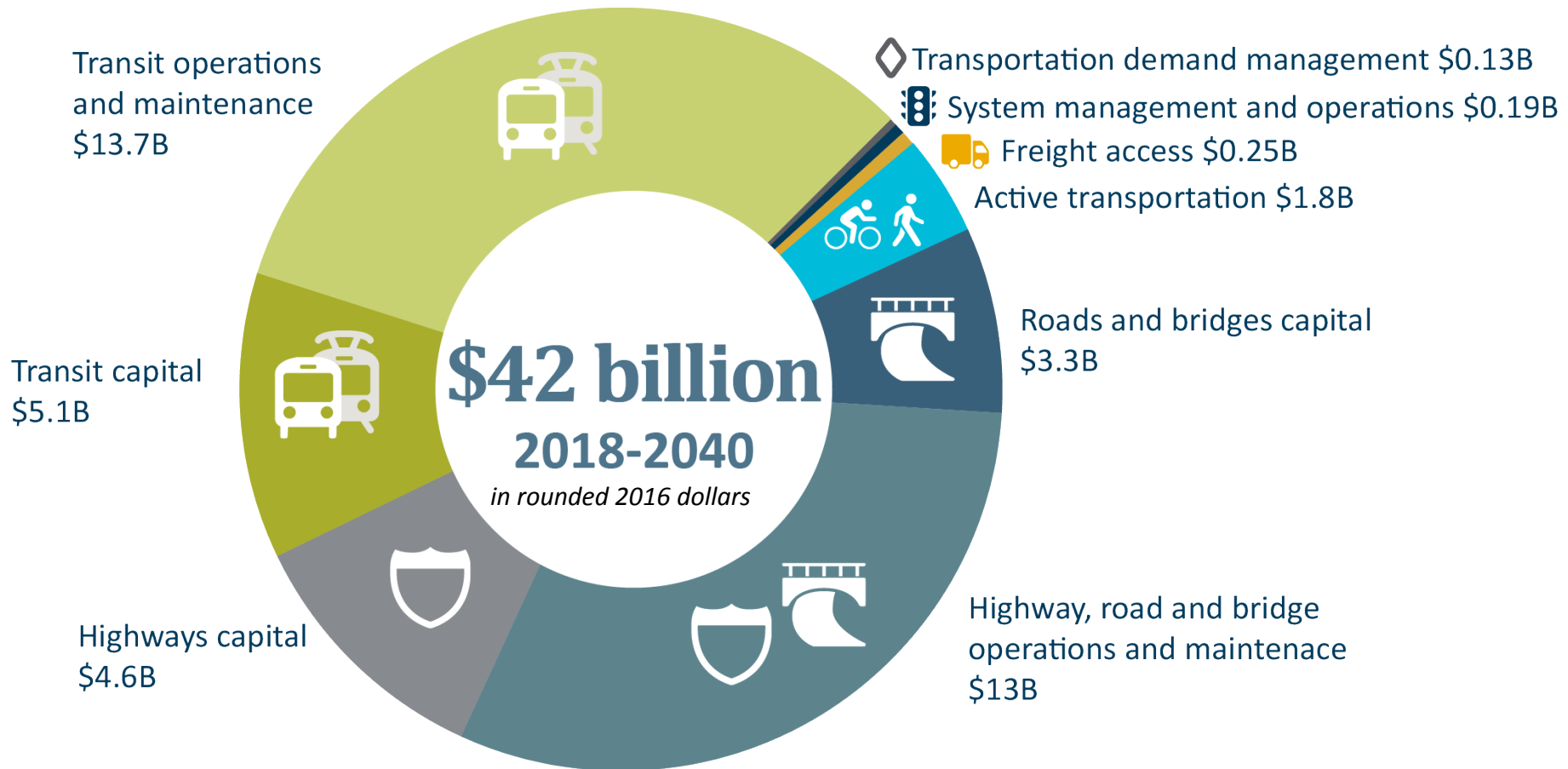
Draft RTP Constrained priorities

More than \$15.4 billion planned by 2040



Draft RTP Constrained priorities

Total estimated investment by 2040



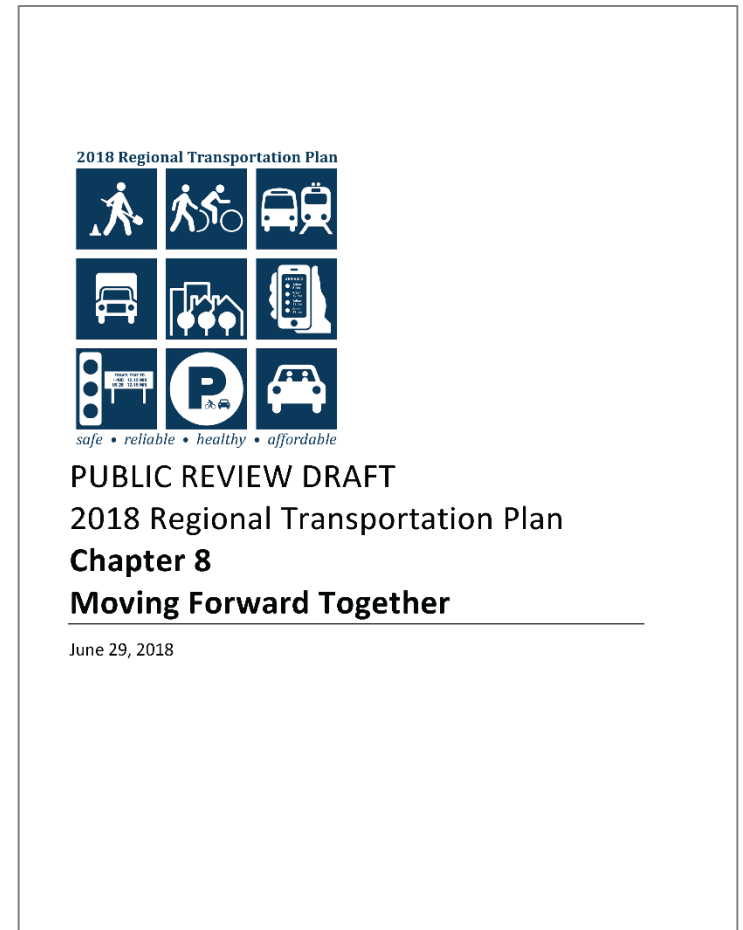
Source: Public review draft 2018 Regional Transportation Plan (June 29, 2018)

Households and businesses expected to experience multiple benefits

- Grows transit coverage, frequency and ridership
- Improves safety, reliability and mobility for people and products
- Increases affordable travel options, particularly people of color and people with low income
- Reduces air pollution, including greenhouse gas emissions
- Protects vulnerable users such as bicyclists and pedestrians

Sets the foundation for future work, investment and collaboration

- Keeps federal dollars coming to the region
- Builds local and regional plans and visions
- Allows major projects to move forward
- Identifies areas where more study, analysis and discussion are needed



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

MTAC recommendation to MPAC

Recommend Metro Council adoption of:

- Ordinance No. 18-1421
- Resolution No. 18-4892
- Resolution No. 18-4893
- Resolution No. 18-4894
- Resolution No. 18-4869



(as recommended by MTAC in Exhibit C)

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



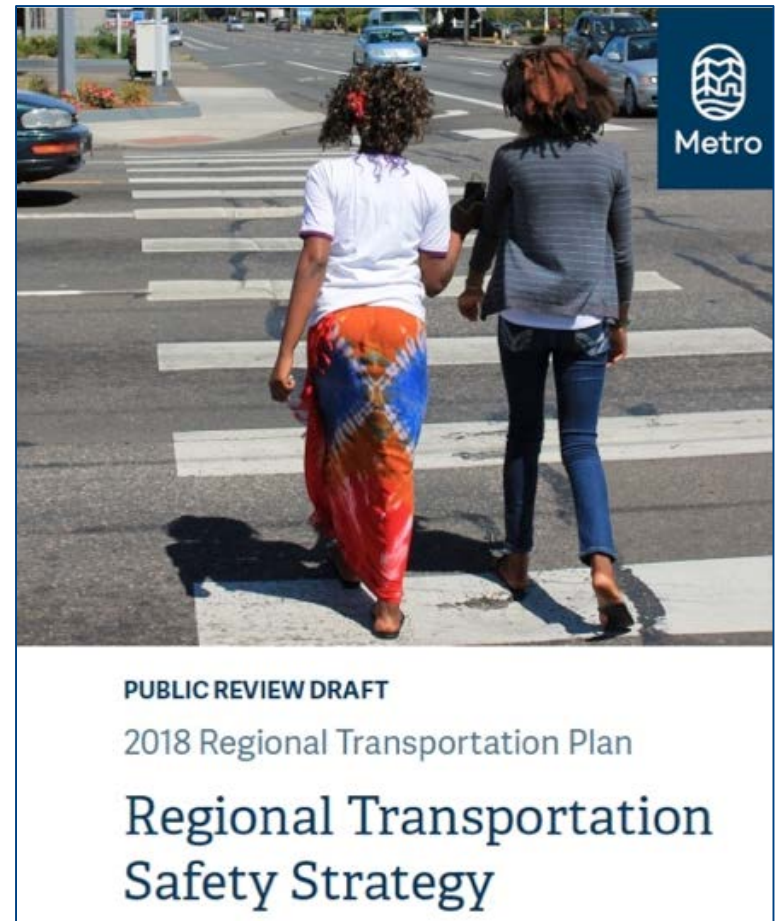
PUBLIC REVIEW DRAFT

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

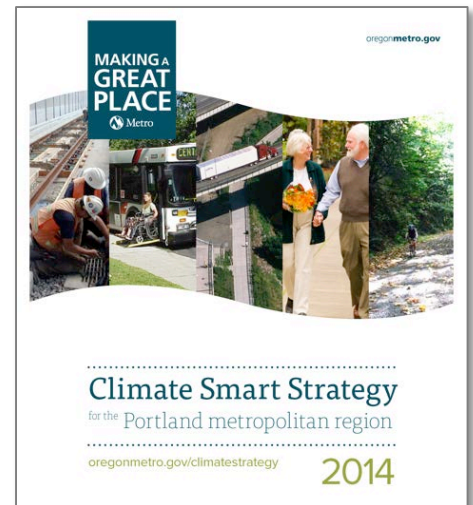
Exhibit A – 2018 Emerging Technology Strategy

Exhibit B – Summary of Comments and Recommended Changes



Focus of MTAC and TPAC discussions

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



MTAC recommendation to MPAC on discussion item #1

Integration of green infrastructure and natural resources in RTP

- add environmental objectives (This change is in Exhibit C, Comments #1 and #2)
- add glossary definitions (This change is in Exhibit C, Comment #26)
- update design policies prior to next RTP update (This change is in Exhibit C, Comment #98)
- add examples of potential mitigation strategies (This change is in Exhibit C, Comment #98)
- add examples of how green infrastructure can help achieve RTP goals (This change is in Exhibit C, Comment #102)
- recommend more timely review of Title 3 and Title 13 inventories (This recommendation is in Exhibit C, Comments #147, #148 and #149)

MTAC recommendation to MPAC on discussion item #2

Update Climate Smart Strategy implementation and evaluation findings and related technical documentation in revised Appendix J and Chapter 7

(This change is included in Exhibit C, Comments #135, #139 and #145)



Final steps toward adoption

- 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**

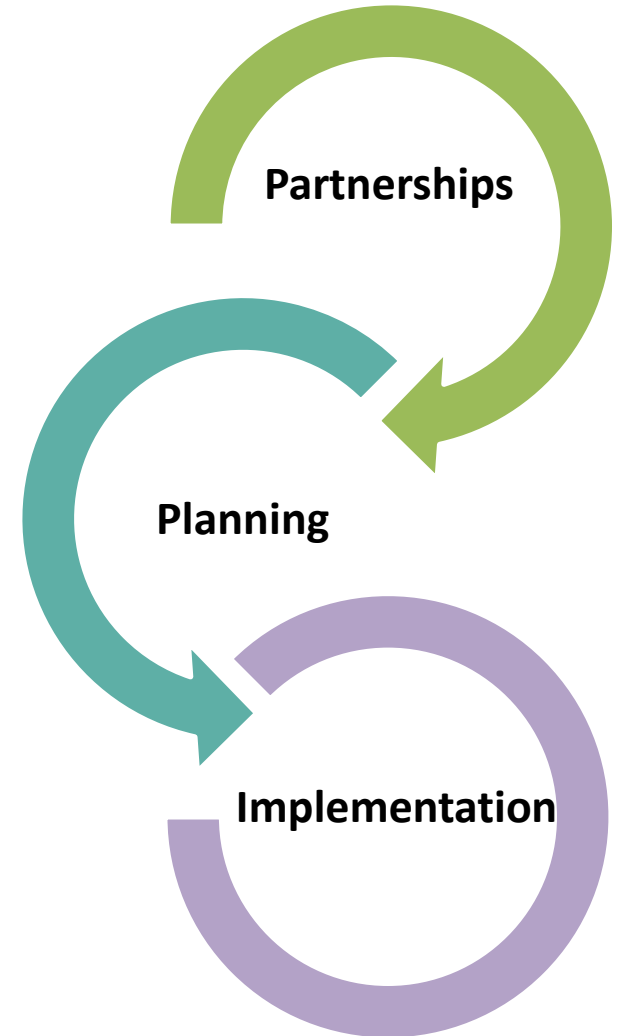
Work ahead in 2019

2019

Submit to U.S. DOT and LCDC

Pursue investment dollars through
Legislative session and other efforts

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



MPAC recommendation to Metro Council requested

Recommend Metro Council adoption of:

- Ordinance No. 18-1421
- Resolution No. 18-4892
- Resolution No. 18-4893
- Resolution No. 18-4894
- Resolution No. 18-4869



(as recommended by MTAC in Exhibit C)

2018 Regional Transportation Plan

oregonmetro.gov/rtp





Date: September 22, 2018

From: Bob Sallinger, Conservation Director, Audubon Society of Portland

To: Members of the Metro Policy Advisory Committee (MPAC)

Re: Regional Transportation Plan

Dear Members of MPAC,

Please consider the following comments from Audubon Society of Portland regarding the Regional Transportation Plan (RTP) Audubon has served on MTAC for the past year and has participated through MTAC, as well as the related Designing Livable Streets Technical Work Group, in the development of the RTP. We submitted extensive comments on the 6-29-18 Draft RTP.

From our perspective, the RTP fails when it comes to substantively addressing natural resource issues.

The RTP does not adequately address projected impacts of RTP projects on high value natural resource sites (The RTP estimates that RTP projects will impact approximately 9% of the identified high value habitat units in the region). It also does not adequately integrate proactive green infrastructure strategies that long ago should have become the norm in the region (and on which Metro has significant staffing expertise) into the plan. Audubon repeatedly raised concerns about the lack of attention to these issues during the development of the RTP and was assured that they would be addressed in the RTP.

In their response to public comments on the draft RTP submitted by Audubon and other stakeholders, Metro staff did recommend some modest improvements in the plan, particularly in the area of green infrastructure related issues. However, some of the most substantive staff recommendations were subsequently removed or amended by MTAC, based not on the substance of the recommendations, but rather on the fact that they were added to the plan late in the process. We urge MPAC and the Metro Council to take the time to address these concerns. The purpose of the public review and comment process is to identify errors and omissions in the plan----it undermines the credibility of the public comment process to then turn around and claim that it is too late to address substantive issues that have been raised.

We have several specific remaining recommendations regarding the RTP that we hope you will consider:

1) Green Infrastructure:

Recommendation: Adopt entire package of green infrastructure recommendations (including design policies and tables) developed by Metro staff in the 8-31-18 Response to Comments (Response to Comments # 1, 2, 26, 46, 98, 102, 104, 105)

Background:

Although the value of green infrastructure is mentioned in general terms in several locations in the 6-29-18 Draft RTP (specifically in Section 3.3.4), the plan lacks any sort of specificity about how green infrastructure will actually be addressed through the RTP. This stands in stark contrast with other priorities in the RTP, which are addressed with great specificity including specific policies, goals and objectives. We view this as a significant missed opportunity. The regional transportation network presents a tremendous untapped opportunity to address water and air quality, stormwater, urban heat island effects, habitat connectivity, wildlife corridors, climate change mitigation, landscape resiliency, equity, livability and human health through the integration of green infrastructure into the regional transportation system. However, these opportunities will not be realized unless the RTP does a far better job of incorporating policies, goals and objectives related to green infrastructure.

We felt that the Metro Staff recommendations in response to comments from Audubon and others on the 6-29-18 Draft RTP (See 8-31-18 Response to Comments # 1, 2, 26, 46, 98, 102, 104, 105) represented modest progress in terms of addressing deficiencies related to green infrastructure in the RTP. Unfortunately, these recommendations were substantially weakened at the 9-19-18 MTAC meeting including the complete removal of staff recommended green infrastructure design policies and relocation of a table of potential green infrastructure strategies from the body of the RTP to the appendices. These changes functionally gut even the modest advances that were recommended by staff. The basis for these changes appears to be that they were “last minute additions.” However, Metro had repeatedly assured stakeholders such as Audubon that it intended to integrate substantive green infrastructure language into the RTP. The fact that Metro waited until the end of the process should not be used as a basis for rejecting these recommendations now---they should be reviewed on their merit.

The Metro Region has been a recognized national leader in green infrastructure for more than two decades but the Draft RTP remains remarkably deficient in this arena. None of the staff recommendations that have now been either removed altogether or relegated to the appendices should be viewed as controversial---many were pulled from other plans and publications produced by Metro itself. We respectfully urge MPAC to restore the full suite of green infrastructure recommendations proposed by Metro Staff in the 8-31-18 Response to Comments rather than adopting the far weaker package recommended by MTAC.

2) Habitat Impacts

Recommendations:

- Commit to monitoring not only disparate impacts to natural resources in marginalized communities, but also overall impacts to natural resources in the region.
- Incorporate language into the RTP that avoidance and mitigation of natural resource impacts are criteria that are considered in funding decisions related to RTP projects.
- Commit to a substantive review of Title 13 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.

Background:

The draft RTP indicates a potentially startling level of impact of RTP projects on high value habitats across the region (as identified through the Regional Conservation Strategy). On page 7-73, the draft RTP reports that 245 projects (35% of projects) in the 2027 Constrained Projects List will potentially impact high value habitats and 508 projects (73% of projects) in the 2040 Constrained Projects List will potentially impact high value habitats. The 2027 Constrained Projects List is predicted to impact up to 9% of the total high value habitat units in the region, 11% of the high value habitat units in historically marginalized communities and 13% of the high value habitat units in focused historically marginalized communities. The 2040 Constrained Projects List is predicted to impact 14% of the high value habitat units in the region, 16% of the high value habitats in historically marginalized communities and 20% of the high value habitats in focused historically marginalized communities.

We fully support the RTPs “desired direction” to “avoid sensitive habitats.” (RTP @ 7-73). We also fully support the RTP Transportation Equity Analysis objective to ensure that impacts to high value habitats do not occur disproportionately in marginalized communities. (RTP Equity Analysis @ 62) However, we find the RTPs overall approach to addressing habitat impacts to be woefully insufficient. The RTP defers substantive discussion of natural resource impacts until the project development phase (post RTP adoption) since specific natural resource impacts cannot be fully identified until detailed project develop work is conducted. We believe that there is more that Metro could do in the RTP to ensure that natural resource impacts are minimized. The recommendations listed above would help track and prevent potential transportation related habitat impacts over time.

3) Regional Conservation Strategy:

Recommendation: Continue to use the Regional Conservation Strategy, along with formally adopted plans such Metro Titles 3 and 13 as a basis for assessing impacts to regionally significant natural resources.

Background: MTAC at its final meeting recommended that Metro only utilize formally adopted natural resource plans and inventories such as Metro Title 3 and Title13 for assessing impacts to natural resources caused by RTP projects. However, the primary basis for all of the natural resource impact analysis in the RTP is the Regional Conservation Strategy (RCS) which never actually went through a formal adoption process. Metro was a core participant in developing the RCS and the RCS represents the most comprehensive and up to date analysis of natural resources in the region. While it makes sense to utilize other inventories where appropriate, the RCS should remain the primary

document for assessing natural resource impacts as the RTP is funded and implemented. This is essential first, because the RCS is the most up to date and comprehensive analysis of natural resources in the region and second, because the RCS provided the basis for all the natural resource analysis in the RTP. Discontinuing use of the RCS would create a complete disconnect between the analysis in the RTP and any future analysis of the impacts of the RTP.

4) **I-5/ Rose Quarter Expansion:**

Recommendation: We urge Metro to remove the I-5/ Rose Quarter Expansion Project from the draft freight priority, constrained and strategic project lists.

- RTP ID 111765 I-5 from I-405 to I-84 (Rose Quarter/ Lloyd District) Construction Cost: \$375,000,000 (estimated 2016)

Background: Audubon Society of Portland joins with a broad coalition of groups in opposing this project. We believe that expansion of I-5 will be ineffective in terms of addressing congestion, is entirely at odds with the Metro's Climate Smart Agenda, will increase pollution in local neighborhoods and will divert critical financial resources away from higher priority road projects such as addressing road related safety issues in East Portland. We also believe that there are effective strategies for addressing congestion on the I-5 Corridor, such as congestion pricing. We incorporate by reference the comments, submitted to the City of Portland by the No More Freeway Expansion Coalition (on which Audubon is a signatory) that go into greater detail about why we oppose this project: <https://nomorefreewayspx.files.wordpress.com/2017/08/rose-quarter-freeway-opposition-letter-083017.pdf>.

We view this as a true test of whether the Metro is ready to move beyond the failed mega freeway strategies of a bygone era which are at the core of some of our biggest environmental and equity related challenges, and truly embrace a 21st century vision of sustainable transportation.

5) **West Hayden Island**

Recommendation: Remove the following West Hayden Island related projects from both the constrained and strategic project lists:

- RTP ID 11353: West Hayden Island Rail Access: \$3,189,000
- RTP ID 11354: West Hayden Island Rail Yard: \$10,098,500

Background:

We appreciate the recommendation to move these projects from the Constrained Project List to the Strategic Project List. However, we believe that a more appropriate decision would be to eliminate these projects from the RTP altogether.

The City of Portland Comprehensive Plan update, adopted in 2016, does not include development of a Port terminal on West Hayden Island in its inventory of lands necessary to meet industrial land demand. Instead, the City of Portland has focused on more sustainable strategies to meet industrial land demand such as intensification of use of existing industrial lands and remediating and returning brownfields to productive use. West Hayden Island is no longer included in the City of Portland priority project list and it is no longer included on the City of Portland's maps of developable industrial lands. Public opposition to marine terminal development on West Hayden Island has prevented the annexation and rezoning of West Hayden Island for industrial use since the late

1990s. The City of Portland writes the following in in Section 4 of its 2016 Economic Opportunities Analysis:

*The plan accommodates the medium cargo forecast for 150 acres of marine terminal land demand by 2035 **without annexation and industrial development at West Hayden Island** (emphasis added). The medium cargo forecast of 150 acres will be met in the existing Harbor Access Lands geography, as described in EOA Sections 1-2. Also, an additional 50 acres or more of industrially-zoned land is potentially available to support marine terminal development that lies just outside of the Harbor Access Lands geography. West Hayden Island is not relied upon to meet future demand for marine terminals in the next 20 years.*

Based on these factors, we do not see any credible basis for Metro to include funding of transportation infrastructure to support West Hayden Island terminal development in the RTP and we urge Metro to remove these projects from both the Constrained and Strategic Priorities Lists.

Thank you for your consideration of these comments.

Respectfully,

A handwritten signature in black ink that reads "Bob Sallinger". The signature is written in a cursive, slightly slanted style.

Bob Sallinger
Conservation Director
Audubon Society of Portland