



600 NE Grand Ave.
Portland, OR 97232-2736

Council work session agenda

Tuesday, June 2, 2020

2:00 PM

**<https://zoom.us/j/471155552> or
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2:00 Call to Order and Roll Call

Work Session Topics:

2:05 Interstate Bridge Replacement Program Update [20-5419](#)

Presenter(s): Margi Bradway, Metro
Ally Holmqvist, Metro
Brendan Finn, ODOT
Carley Francis, WSDOT

Attachments: [Work Session Worksheet](#)
[Oregon Partner Letter](#)
[IBRP Draft Conceptual Partner Expectations](#)
[IBRP Draft Conceptual ESG Issues List](#)
[IBRP Process Diagram](#)
[IBRP Update PPT](#)

2:50 Regional Investment Strategy: Transportation Investment [20-5420](#)
Measure Region-Wide Programs

Presenter(s): Andy Shaw, Metro
Margi Bradway, Metro

Attachments: [Work Session Worksheet](#)
[Engagement Report](#)
[Get Moving 2020: Regionwide Programs PPT](#)

3:35 Chief Operating Officer Communication

3:40 Councilor Communication

3:45 Adjourn

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ការគោរពសិទ្ធិពលរដ្ឋរបស់ ។ សំរាប់ព័ត៌មានអំពីកម្មវិធីសិទ្ធិពលរដ្ឋរបស់ Metro ឬស្នើសុំទទួលបានកម្មប័ណ្ណរើសអើងសូមចុះលេខស្នើសុំនៅ www.oregonmetro.gov/civilrights។ បើលោកអ្នកត្រូវការអ្នកបកប្រែភាសានៅពេលអង្គប្រជុំសាធារណៈ សូមទូរស័ព្ទលេខ 503-797-1700 (ម៉ោង 8 ព្រឹកដល់ម៉ោង 5 ល្ងាច ថ្ងៃធ្វើការ) ប្រាំពីរថ្ងៃ ថ្ងៃធ្វើការ មុនថ្ងៃប្រជុំស្នើសុំអាចឲ្យគេសម្រួលតាមសំណើរបស់លោកអ្នក ។

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Interstate Bridge Replacement Program Update

Work Session Topics

Metro Council Work Session
Tuesday, June 02, 2020

INTERSTATE BRIDGE REPLACEMENT PROGRAM UPDATE

Date: May 19, 2020

Department: Planning & Development

Meeting Date: June 2, 2020

Prepared by: Ally Holmqvist,
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Presenters: Margi Bradway,
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Carley Francis, WSDOT
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Length: 45 minutes

ISSUE STATEMENT

The Interstate Bridge Replacement Program (IBRP), formally known as the Columbia River Crossing (CRC) project will construct a new river crossing between Oregon and Washington over the Columbia River that includes I-5 highway and interchange improvements for vehicles and freight, enhanced bicycle and pedestrian facilities, high capacity transit and associated improvements, and related connections to and multi-modal enhancements of the local street network. The IBRP also incorporates transportation demand and system management measures (TDM/TSMO), including implementing tolling as both a TDM and financing tool. Metro is considered a “participating agency” in the project under NEPA guidelines.

In early 2019, discussions began about restarting the I-5 Bridge project. On August 20th, 2019 Metro Council President along with leaders from City of Portland, Multnomah County, TriMet and Port of Portland signed a letter that articulated the joint outcomes and values of the Oregon agencies. On November 18, 2019, Governor Brown and Governor Inslee announced the restarting of the I-5 Bridge project, signed a Letter of Intent, and each dedicated staff and funding to the project. In November and December of 2019, JPACT and Metro Council approved ODOT’s request to amend the MTIP to add \$9 M dollars from ODOT STIP to the project. Shortly after, ODOT and WSDOT created a project team and began engaging agency partners.

To ensure that the project reflects broader regional needs and values, ODOT and WSDOT are jointly leading the IBRP effort with eight other bi-state partner agencies that have a direct role in planning for and/or implementing future improvements: Metro, the Southwest Regional Transportation Council, TriMet, C-TRAN, the cities of Portland and Vancouver, and the Ports of Portland and Vancouver. Together, the bi-state partner agencies have convened in a series of workshops to outline a transparent and data-driven process for the project that prioritizes equity and inclusion and balances efficient use of resources with respect for changing context. President Peterson and Metro staff actively participated in the bi-state partner agency workshops that took place between January 2020 and May 2020.

The attached documents reflect initial work to develop a framework outlining the principles that set the foundation for how the bi-state partner agencies will work together and with the program team to meaningfully engage the broader community in successfully advancing program development. Ultimately, the goal of this work is to explore development of a resolution that could be adopted by the partner agencies in agreement to pursue a collaborative path forward toward shared outcomes.

ACTION REQUESTED

No formal action requested at this time. Receive a progress report on the IBRP and partner agency participation as part of the reinitiated effort and review and discuss preliminary drafts of guiding program materials. The bi-state partner agencies will explore development of a partner agreement resolution outlining project principles, values, and expectations with the Executive Steering Group this summer.

IDENTIFIED POLICY OUTCOMES

President Peterson and staff have worked with fellow bi-state agency partners to reflect the goals, objectives, and principles from the Regional Transportation Plan (RTP), Strategic Plan to Advance Racial Equity, and Climate Smart Strategy within the draft issues list and forthcoming principles and outcomes that will be brought to the Executive Steering Committee (ESC) and will ultimately guide the IBRP effort.

As a result, the attached guiding documents include reference to equity of processes and outcomes, multi-modal mobility, context-sensitive design, transportation demand and congestion management, climate change strategies, cost-effectiveness, respect for historical context, and transportation options providing safe and affordable access to jobs, education, culture and recreation.

POLICY QUESTIONS AND OPTIONS FOR COUNCIL TO CONSIDER

- Are there particular considerations that Metro Council would like to see addressed or emphasized as part of the planning process going forward?
- Are there issues, principles or outcomes that Metro Council would like to see addressed by the Executive Steering Group (ESG) and/or the Community Advisory Committee (CAC)?

STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION

The existing I-5 bridge is a major seismic vulnerability that threatens the region's disaster resiliency and includes a roadway design that is not safe or efficient for all users. The I-5 corridor provides access for people and freight to employment areas across Portland and Vancouver. Multi-modal access to and mobility along this segment of the I-5 Corridor has been identified as a key component of meeting the transportation, economic, and livability needs of the Portland/Vancouver Region.

Metro Council approved a Locally Preferred Alternative for the Columbia River Crossing in July 2008 and the RTP identifies additional regional considerations for Mobility Corridor

#1, including the Interstate 5 bridge. In August 2019, reflecting the considerations outlined in the RTP, President Peterson joined other Oregon agency partner representatives in submitting a letter of support for re-initiating the project within the framework of identified outcomes, processes, and strategies (see Attachment A).

The purpose of the attached documents is to set a direction for the project that aligns the IBRP guiding principles and expected outcomes with those in Metro's Regional Transportation Plan, Strategic Plan to Advance Racial Equity, and Climate Smart Strategy.

These documents were developed in close coordination with staff and executive members from all 10 bi-state agency partners.

BACKGROUND

The original CRC river crossing project development process was initiated in 2005 and concluded when the program office was closed in 2014. Recognizing that critical regional improvements remained unaddressed, the Washington legislature passed SSB 5806 in 2017.

SSB 5806 directed WSDOT to prepare an inventory of all prior planning, environmental, permitting and engineering work for the CRC in order to inform the work of a joint Washington and Oregon Legislative Action Committee to be established for the purpose of beginning a new project development process to replace the Interstate Bridge over the Columbia River. Each state legislature identified eight representatives to formally engage in the renewed project development process. In 2019, both Washington (\$35 million, ESHB 1160) and Oregon (\$9 million) dedicated funding to restart work. Bridge replacement planning costs are anticipated to be shared equally between the states and FHWA has granted an extension on repayment of federal funds previously spent on past planning efforts until Sept. 30, 2024.

At the end of the year, the Washington and Oregon Legislative Action Committee Joint Interim Committee on the Interstate 5 Bridge met during three public meetings with the following work program:

- Begin a process toward project development;
- Review and confirm lead roles related to permitting, construction, operation and maintenance of a future Interstate 5 bridge project;
- Seek public comment and present recommendations for process and financing;
- Provide resources to inventory and utilize any prior relevant work to allow for nonduplicative and efficient decision making regarding a new project;
- Examine all potential mass transit options available for a future Interstate 5 bridge project; and
- Use an innovative delivery method such as design-build procurement and other best practices, consistent with work already completed.

Following Washington legislation and funding dedication in both State budgets, Governors Brown and Inslee committed to reopening the bi-state office to reinitiate the IBRP through a Memorandum of Intent. Under the oversight of a Bi-state Legislative Group, ODOT and WSDOT are leading a reinvigorated effort for replacing the river crossing that includes reengaging key stakeholders and the public, reevaluating the purpose and need, reevaluating permits, developing a finance plan, and reevaluating the scope, schedule and budget. The state agencies will be supported by a Program Administrator and a General Engineering Contractor. Partner agencies were invited to provide input in both selection processes. The Program Administrator will lead the program office, directing the multidisciplinary, multiagency team that will be responsible for program development, partner agency involvement and coordination, and community engagement.

An independent facilitator is guiding the bi-state agency partners through a collaborative process for reestablishing the project purpose and need and the governance structure that will guide substantive program development efforts. This work has occurred through a series of four partner agency workshops and several additional meetings with staff that have taken place between March and May of this year:

- Workshop #1 opened up a discussion about partner agency values and expected outcomes from the project and identified shared principles and consensus opportunities. The workshop also included an open and transparent conversation reflecting on lessons learned from the prior process and how the approach to partnership could look different moving forward. Partner agency representatives also discussed what principles would be important to memorialize as part of a future partner agreement and best practice approaches to broad engagement of policymakers, stakeholders, businesses, and communities.
- Workshop #2 continued the conversation around broad engagement and best practices for establishing a governance structure. The workshop focused on confirming the project partnering approach, visualizing an organizational diagram, and the different forms a partner agreement might take. Partner agencies were also invited to engage with and provide feedback on the top candidates for program administrator to help inform final selection.
- Based on the conversations in the first two workshops, Workshop #3 introduced:
 - shared partner expectations and project principles and outcomes for the purpose of guiding bi-state partner agency collaboration moving forward (see Attachment B);
 - a proposed charter establishing the project governance structure, particularly the roles and responsibilities of the Executive Steering Group (ESG) and its relationship to the Bi-State Legislative Group, the Community Advisory Group (CAG), the project office, technical and topical working groups, and the public;
 - a list of issues that the ESG should discuss and address together early in the project development process (see Attachment C); and

- a conceptual process diagram illustrating the project governance structure and the relationships between the groups (see Attachment D).
- Workshop #4 invited additional discussion related to membership of the ESG and CAG and the relationship between those groups and the Bi-State Legislative Group, before approving the draft charter. Partner agencies also discussed developing a partner agreement resolution outlining project principles, values, and expectations for consideration this fall.

The ESG Charter outlines the roles, responsibilities, and operating protocols for how the bi-state agency partners will transition from the informal workshops to formal project guidance as the IBRP moves through planning, design, operational approach, funding, and construction. The charter charges the ESG to engage in a collaborative approach to answering policy questions and participating in interest-based discussions, and commits members to providing feedback from their constituencies, as well as respecting input from the CAG. Further, ESG members will be urged to create feedback loops within their respective organizations to ensure support and buy-in for recommendations developed through the ESG process.

ESG members will be encouraged to strive to make decisions by consensus focused on broader regional and community needs to strengthen the weight of recommendations, recognizing that broad regional support is a critical component for success of the reinitiated IBRP. The ESG will provide advice and recommendations to program office executive leadership and the Bi-state Legislative Committee. Additionally, the ESG will provide regular and timely updates to the bi-state legislative group on progress and recommendations and will strongly encourage direct engagement of bi-state legislative members with the ESG to the extent feasible.

The CAG will provide a forum for community dialogue and provide feedback on community needs, issues, and concerns as it relates to IBRP program development. The ESG will include membership of two voting CAG co-chairs and offer two rotating ex-officio seats to provide the opportunity for all CAG representatives to share perspectives on topics of interest. Additionally, topical and technical working groups of partner agency experts and other stakeholders for the project will be established for the purpose of addressing technical design and other specific issues (see Attachment D).

As far as IBRP next steps, the project team and agency partners will work to identify ESG membership and convene the ESG. In the initial meetings, the ESG will work to develop the project principles and values, identify CAG membership, and explore options for a resolution outlining shared expectations. A draft resolution brought to the ESG would likely be based on the conceptual partner expectations, which identifies key project issues, shared context, and initial principles, outcomes, and expectations for collaboration (see Attachment B). The draft resolution would be presented with the ultimate goal of adoption by partner agencies. Early on, the ESG will discuss and work together to address the project issues listed in Attachment C. Through participation in the ESG, partner agencies will continue to participate in planning and technical work and development of design elements

through environmental review, design, permitting, financing, right of way acquisition, and construction.

Additionally, the IBRP program office is working to determine whether any formal changes need to be made to the original Environmental Impact Statement (EIS) through a supplemental EIS. The target is to make significant progress toward beginning the environmental review process by July 2021. The project office estimates that it will take three to five years to complete the environmental review process and obtain federal approval to move to construction.

ATTACHMENTS

- A. IBRP Oregon Partner Letter to Governors Brown and Inslee (August 2019)
- B. IBRP Draft Conceptual Partner Expectations
- C. IBRP Draft Conceptual Executive Steering Group Issues List
- D. IBRP Draft Process Diagram

- Is legislation required for Council action? Yes No
- If yes, is draft legislation attached? Yes No



TRI MET



PORT OF PORTLAND Metro



August 20, 2019

The Honorable Kate Brown
900 Court St NE
Salem, OR 97301

The Honorable Jay Inslee
Office of the Governor
PO Box 40002
Olympia, WA 98504-0002

Dear Governor Brown and Governor Inslee,

We are writing to express our support for an Interstate 5 bridge replacement project. We appreciate your joint leadership to re-start the project development.

Interstate 5 is a corridor of significant regional, state and federal interest. As the primary trade corridor on the West Coast, our economy depends on it to remain competitive and support job growth in the Portland-Vancouver metropolitan area. The current bridge, part of which is 102 years old and built on timber pilings buried in the riverbed, poses a seismic risk and restricts movement of people, goods and services between our two states.

A new project that includes high capacity transit, congestion pricing and a structurally-sound bridge – designed with performance-based and practical design principles – could advance our regional goals on economic development, resiliency and reducing congestion. The new project should incorporate work that has already been completed in a way that is practical and efficient, while reflecting lessons learned from previous efforts and current circumstance.

As the Washington and Oregon governors and legislatures begin conversations about re-starting the process for planning a new interstate bridge, please take into account the local perspective. Experience makes it clear that our regional jurisdictions and transportation agencies need to be involved from the beginning to ensure that the project is designed to serve our communities' needs. Metro and the other signatories to this letter are committed to working with counterparts across the river to continue to identify bi-regional and bi-state solutions to our joint transportation challenges.

As the project moves forward, we respectfully request that you keep the following outcomes, processes and strategies in mind:

- Include high capacity transit (light rail and/or bus rapid transit) to consistently, efficiently and effectively accommodate the current and future transit demand north and south of the Columbia River,

- Be cost-effective, competitive for federal funding opportunities and within the two states' financial capability, in a way that minimize threats to resources that are needed for other regional priorities,
- Include congestion pricing to manage the demands of revenue generation for the project with the need to reduce traffic congestion,
- Create job opportunities for people of color, and work with local businesses to ensure the new project creates jobs for Oregonians and SW Washingtonians,
- Recognize and account for the negative impacts the construction of Interstate 5 has had on North Portland's communities of color,
- Create safe and convenient options for people bicycling and walking across the Columbia to reach destinations in our communities,
- Minimize additional neighborhood traffic, related air quality impacts and greenhouse gas emissions,
- Incorporate consideration of long-range planning elements such as smart and autonomous vehicle technologies,
- Evaluate a right-sized interchange connection to Hayden Island along with additional access to Hayden Island, and
- Feature a robust and meaningful public engagement process that identifies the goals, opportunities, challenges and concerns of communities living along the corridor.

Thank you for your consideration. We are looking forward to engaging with you and the legislators on the new bi-state Interstate Bridge committee. Let us know how we can help the state departments of transportation on next steps in setting up a decision-making and public engagement process.

Thank you,



Lynn Peterson
Metro Council President



Curtis Robinhold
Port of Portland Executive Director



Doug Kelsey
Tri-Met General Manager



Jessica Vega-Pederson
Multnomah County Commissioner



Ted Wheeler
Mayor of Portland

CC:

Oregon Transportation Commission; Commissioner Tammy Baney

Oregon Transportation Commission; Commissioner Robert Van Brocklin

Transportation Policy Advisor, Office of Oregon Governor Kate Brown; Brendan Finn

Senior Policy Advisor, Transportation & Economic Development; Charles Knutson

ODOT Interim Deputy Director; Paul Mather

WSDOT Secretary of Transportation; Roger Millar

DRAFT - CONCEPTUAL PARTNER EXPECTATIONS INTERSTATE BRIDGE REPLACEMENT PROGRAM

In an effort to ensure that work on the Interstate Bridge Replacement Program follows a data-driven, transparent process that prioritizes equity and inclusion, ODOT and WSDOT hired an independent facilitator to guide a collaborative process with the eight bi-state partner agencies that have direct involvement in addressing the transportation challenges associated with the Interstate Bridge: TriMet, C-TRAN, Oregon Metro, the Southwest Regional Transportation Council, the cities of Portland and Vancouver, and the Ports of Portland and Vancouver. These are the parties with a direct role in any future improvements, due to their positions within the integrated multi-modal transportation system as an owner, operator, transportation policymaker, or public economic development entity reliant on direct access to operations within the bridge corridor.

This facilitated process included a series of workshops this spring to determine how to work together as regional partners to identify a solution with broad regional support that reflects community values, is rooted in outcomes, and can successfully advance to construction. It is assumed that this will include the formation of a regional leadership group as well as a community advisory group to provide for well-rounded input from a diverse array of community perspectives. The bi-state agency partners are expected to play a central role in providing regional leadership throughout program development as an advisory structure is defined and implemented.

This document was developed through the workshop process to identify shared expectations for how bi-state partner agencies will work together on the program and initial principles for consideration to guide future work. This document is intended as draft framework to inform future conversations as a regional leadership group is convened.

Shared context

- Memorandum of Intent signed by Governors of Oregon and Washington state on November 18, 2019 highlighted replacement of the Interstate Bridge as a high priority for both states based on major seismic risk and being a traffic bottleneck for the region and the nation.
- Oregon and Washington State legislatures have committed to engaging in a bi-state committee regarding a reinvigorated bi-state effort to replace the Interstate Bridge and tasked ODOT and WSDOT to do this work in coordination with stakeholders.
- Both states have allocated funding for ODOT and WSDOT to open a bi-state office to restart bridge replacement efforts and have directed them to consider opportunities for efficient decision making.
- Interstate Bridge Replacement is a designated improvement project in both the RTC and Metro fiscally constrained regional transportation plans as well as the comprehensive growth plans for the City of Portland and the City of Vancouver. These plans call for corridor planning that consider multiple facilities, modes and land uses in solutions for improving mobility.
- Support for replacing the Interstate Bridge and adding high capacity transit across the Columbia River has been documented recently by local jurisdictions through resolutions and letters.

- Given the funding reality for similarly large transportation projects nationwide, it is acknowledged that a bridge replacement program will require revenue from a diverse array of sources, including tolling, state funds from both Oregon and Washington, and federal funds.
- Extensive and meaningful public engagement will be a critical component to inform program work and identify a solution with broad regional support.
- Previous planning efforts to address issues identified with the existing Interstate Bridge corridor resulted in a locally preferred alternative to build a replacement river crossing with multimodal improvements, which will be informative to support an efficient decision-making process with new program development efforts as appropriate within current context.
- The approach to addressing transportation challenges has changed in the time since previous bridge replacement efforts shut down and new work will need to reflect current conditions and regional community values to ensure that all travelers enjoy the same access to safe, reliable, and affordable transportation options.

Key problems to address – While there may be additional problems identified as work gets underway, some of the fundamental problems that have been identified that are essential to address with any improvements include the following. Note that key issues are not listed in priority order.

- Seismic vulnerability of the existing bridge & regional resiliency needs/requirements
- Limited public transportation
- Inadequate bicycle and pedestrian facilities
- Impaired freight movement
- Safety concerns as a result of structures that are functionally obsolete and existing roadway design
- Current congestion and growing travel demand that constrain economic vitality and development
- Significant and increasing operations and maintenance costs

Initial shared principles – The following initial principles have been identified as essential in this work. Additional principles to guide program development work will be identified with the community as work gets underway and engagement structures are developed:

- Use of common values identified by partners and the community to guide program development and decision making
- Conducting work through an open, transparent, data-driven process
- Respecting the role of decision makers
- Extensive, inclusive and continuous public engagement
- Commitment to safe, healthy, reliable and affordable transportation that supports access to jobs, education, culture and recreation
- Commitment to equity of processes and outcomes and consideration of historical context
- Recognition of urgency
- Commitment to identifying a cost-effective solution that contains costs as practicable to optimize benefits and make the best use of limited public funds
- Fundability
- Consistency with state climate change policies, goals and plans

- Holistic approach to mobility that provides transportation options for all travelers and incorporates both congestion management and transportation demand management
- Context-sensitive multimodal design
- Follows legislative guidance
- Utilization of previously completed work to the extent feasible and in context with community and regional leadership feedback
- Consider this work in context with other regional transportation planning and project efforts, including ODOT's tolling work

Shared key outcome expectations – While many details will need to be developed through work with input from the public and guidance from technical, advisory, and oversight groups, the following have been identified as essential outcomes for this program to address the transportation issues associated with the existing Interstate Bridge:

- Replacement of the existing Interstate Bridge with a seismically resilient facility
- Providing a balanced system for all modes of transportation, including high capacity transit and improved facilities for bicyclists, pedestrians and other travelers
- Improved mobility and travel reliability for freight and traffic
- Improve local connectivity and complementary off-system multimodal improvements
- Facilities that support adjacent land use, community-building efforts and enhance regional economic resiliency
- Seeking to avoid or minimize impacts to the social and natural environment and to human health, including disparate impacts to minority and low-income populations
- Incorporating financial strategies that also manage bridge traffic and demand
- Ensuring safe design of the roadway in consideration of standards and context
- Balancing the needs of various users and constraints, including air traffic and marine navigation
- Enhance regional economic resiliency

Shared partner expectations - As the local agencies with direct involvement in addressing the transportation challenges associated with the Interstate Bridge, bi-state partner agencies are committed to working with each other and with the community to identify a solution that reflects the values and needs of the region. The following is a draft list of expectations for how partners will work together to further this goal:

- Working together as regional partners in a collaborative and constructive way to advance bridge replacement efforts
- Working with our communities/constituencies to identify a solution with broad regional support that reflects community needs and values, is rooted in outcomes, and can successfully advance to construction
- Thorough and expedient review of materials and transmittal of input, in acknowledgement of the timeline(s) and schedule(s) developed by the legislatures, governors and the state transportation departments
- Collaborative leadership in developing a viable funding package, including consistent and shared communication with state legislators, Congress, and federal agencies

- Developing effective bi-state partnerships that could serve as a foundation for future joint efforts to address issues of regional significance

DRAFT

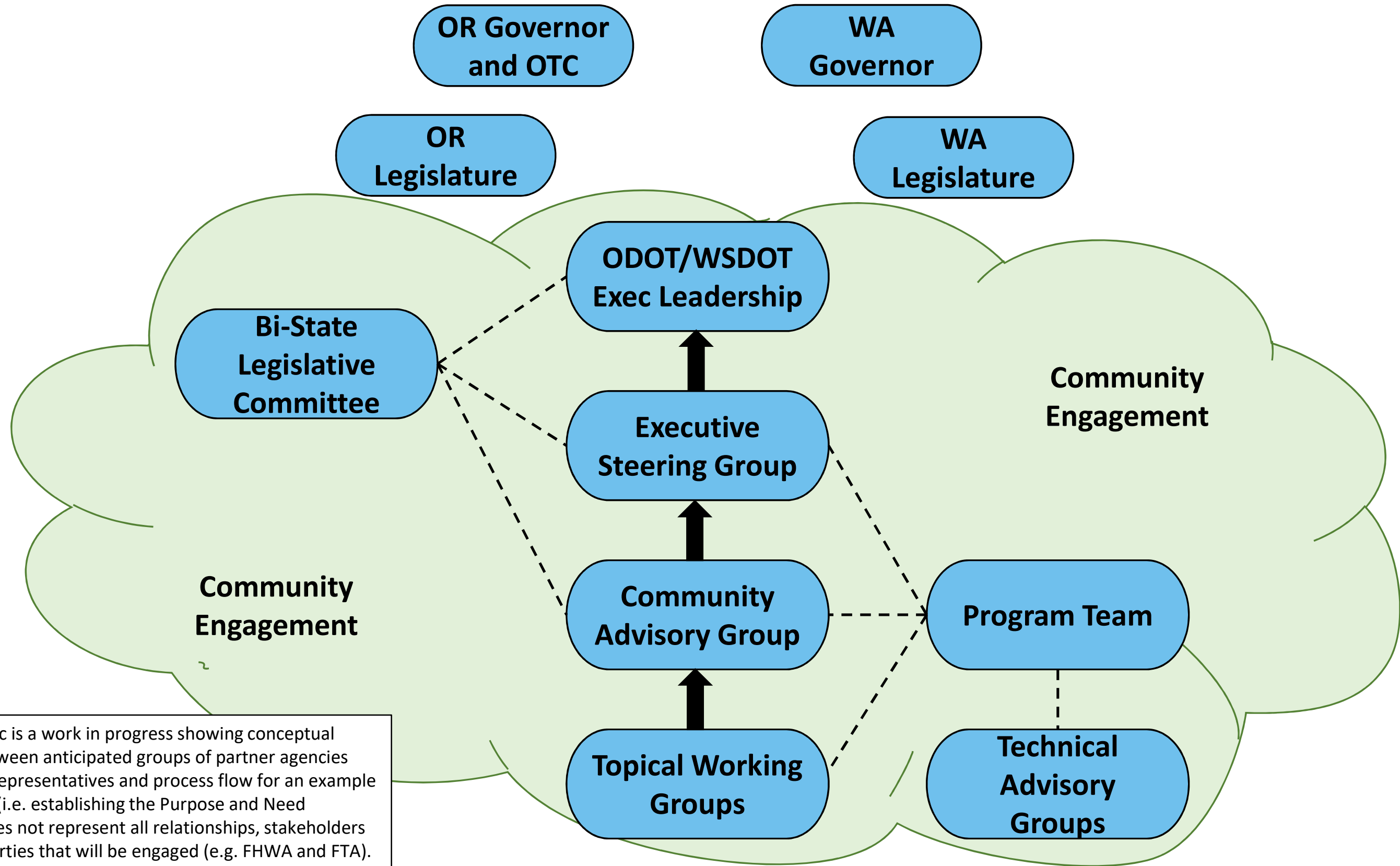
DRAFT - CONCEPTUAL EXECUTIVE STEERING GROUP ISSUES LIST INTERSTATE BRIDGE REPLACEMENT PROGRAM

This document was developed through a facilitated workshop process with the bi-state agency partners that have direct involvement in addressing the transportation challenges associated with the Interstate Bridge: TriMet, C-TRAN, Oregon Metro, the Southwest Regional Transportation Council, the cities of Portland and Vancouver, and the Ports of Portland and Vancouver. These bi-state agency partners are expected to play a central role in providing regional leadership throughout program development as an advisory structure is defined and implemented, which is assumed to include an Executive Steering Group as well as a Community Advisory Group.

This document is intended as an initial draft list to inform future conversations on the potential issues that an Executive Steering Group may provide guidance on, to be considered as such a group is convened.

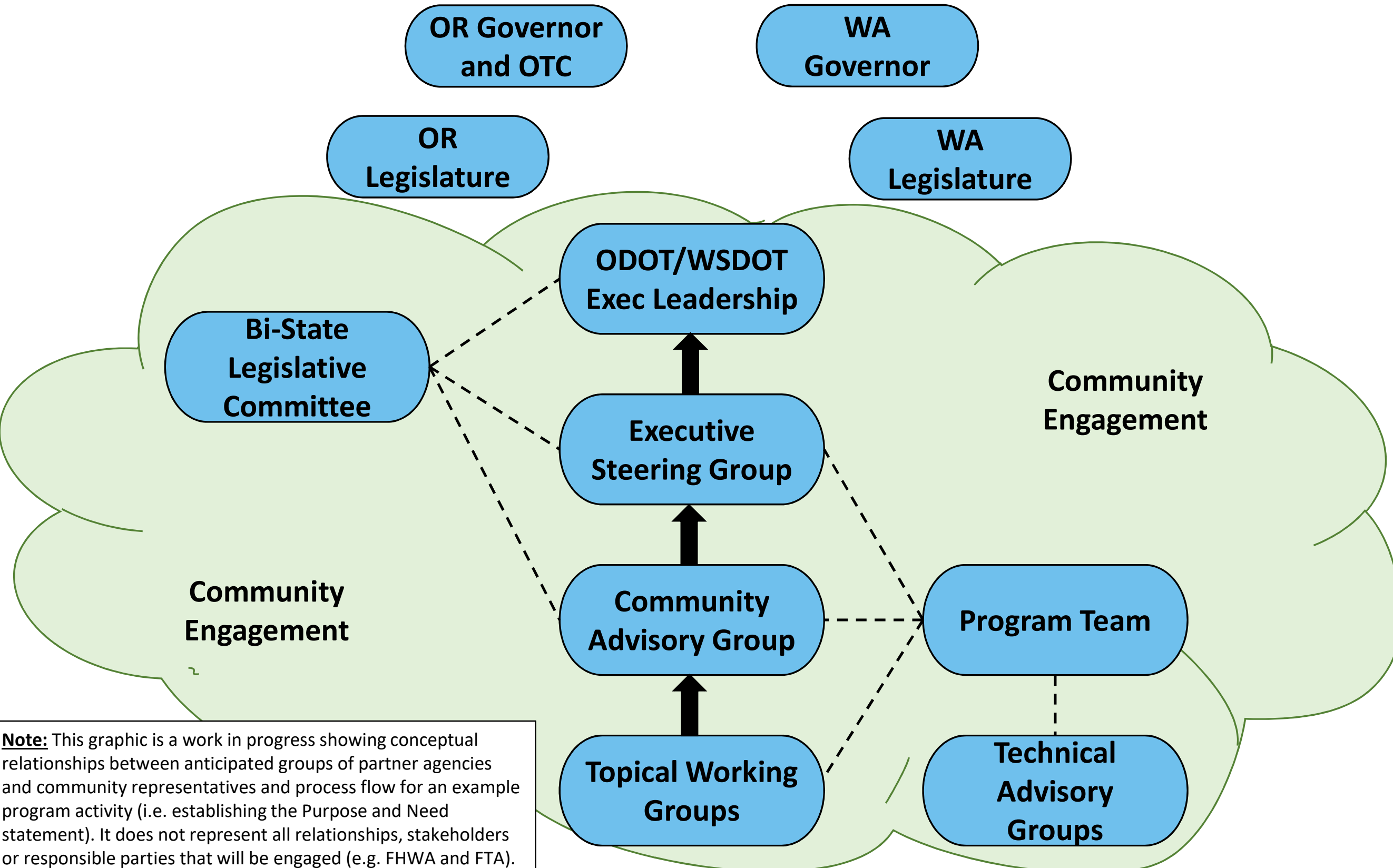
- Program Vision
- Program Values
- Program Area
- Purpose and Need
- Develop and recommend program performance measures
- Equity and environmental justice strategies
- Transportation demand management strategies
- Transportation system management strategies
- Community engagement strategies
- Finance plan strategies, including tolling
- SEIS Alternatives
- Locally preferred alternative development and adoption process
- High capacity transit mode
- Multimodal river crossing structure type and configuration
- Program phasing options
- Freight (especially High, Wide, Heavy cargo requirements) considerations
- Affected properties mitigation strategy, timeline, and approach
- Local connectivity and complementary off-system multimodal improvements

Interstate Bridge Replacement Program Working Draft Process Diagram – Purpose and Need



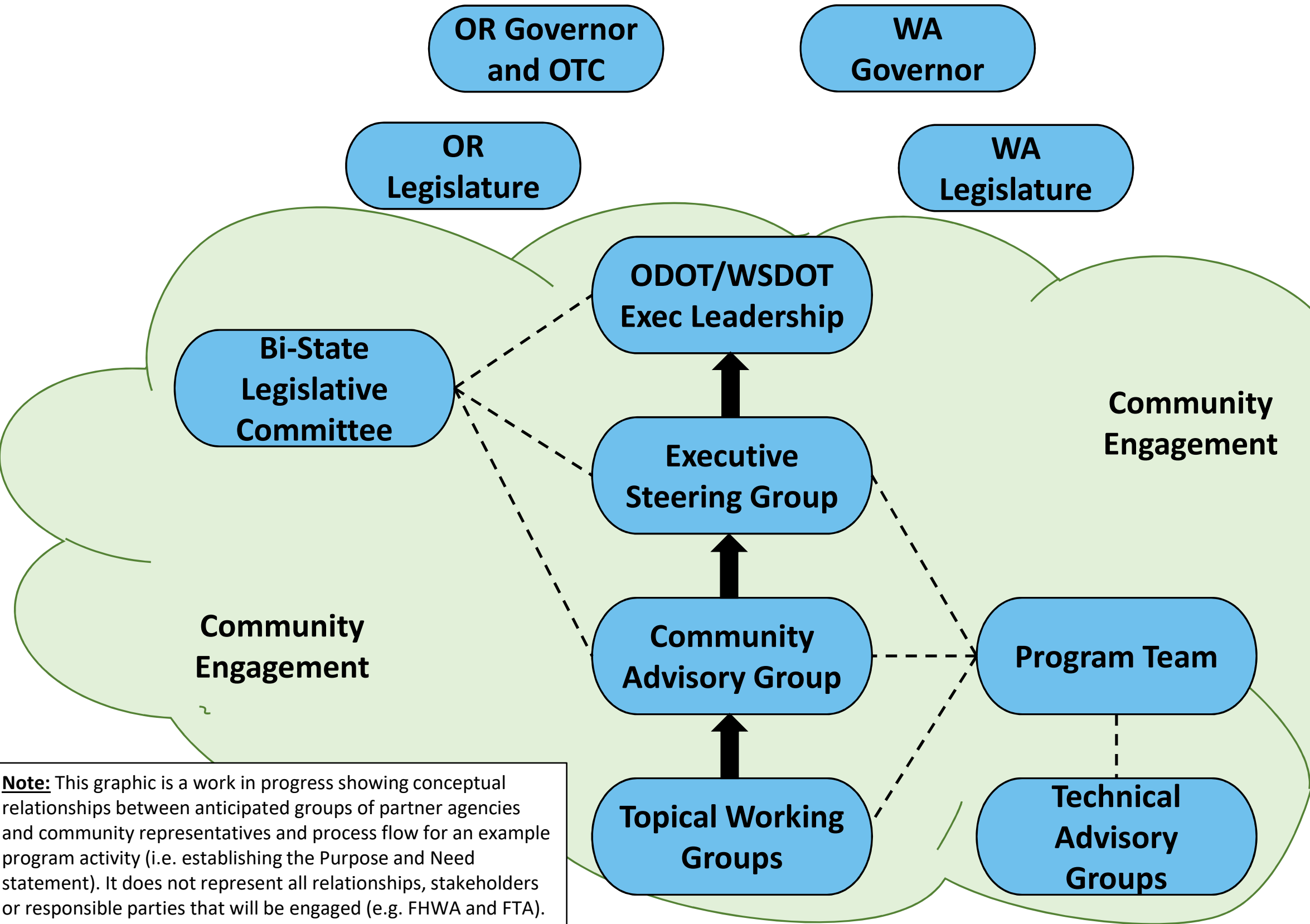
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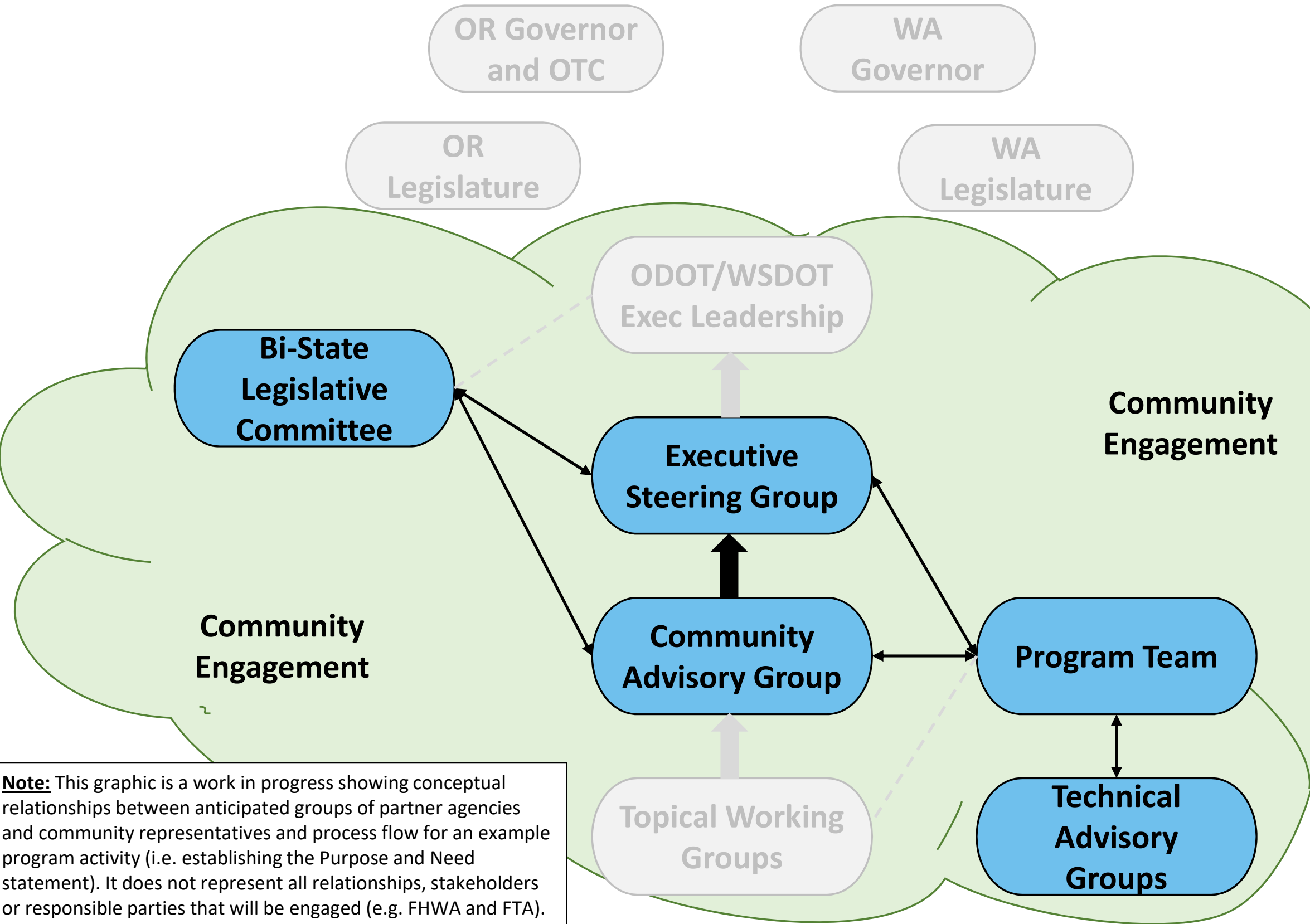
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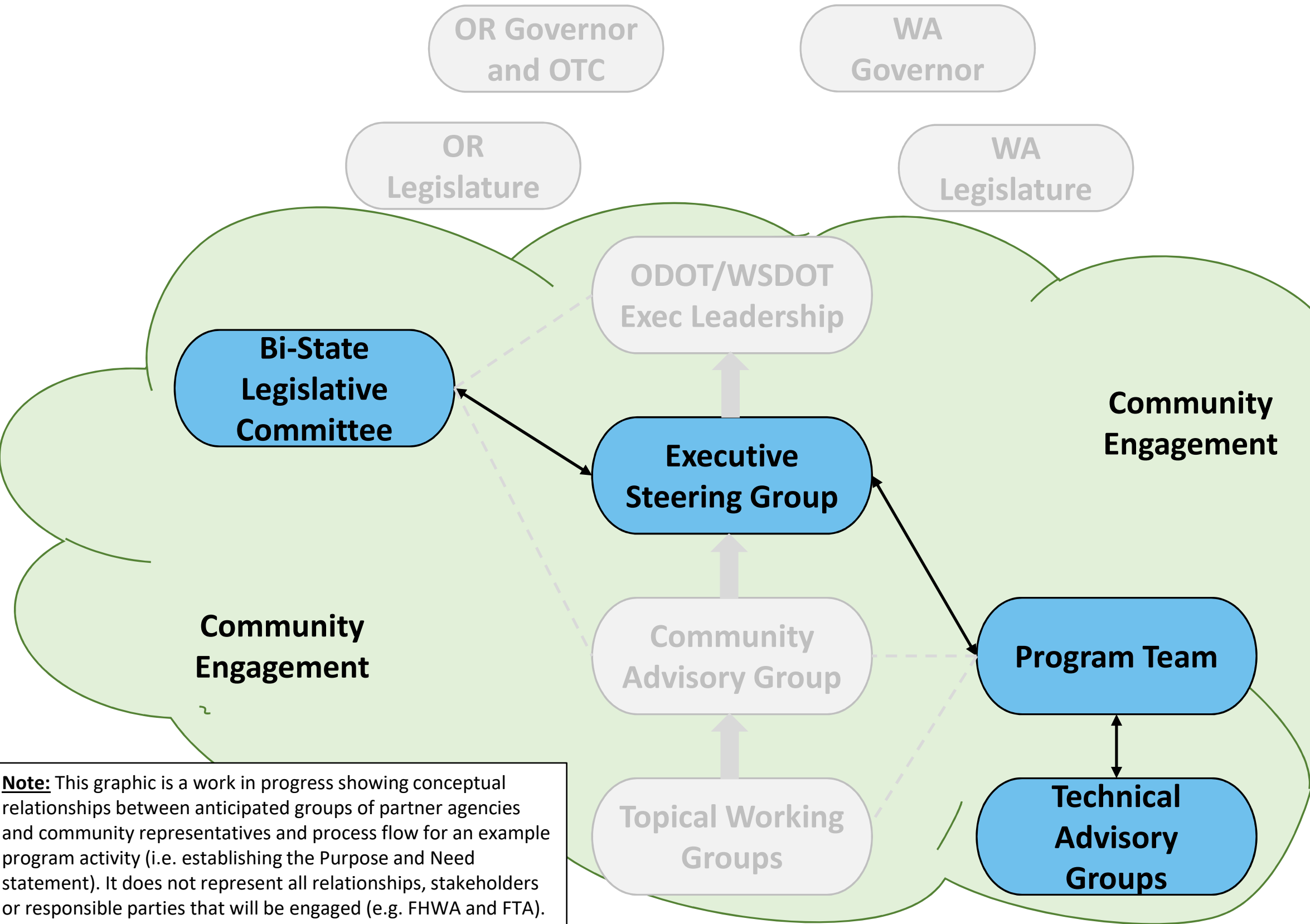
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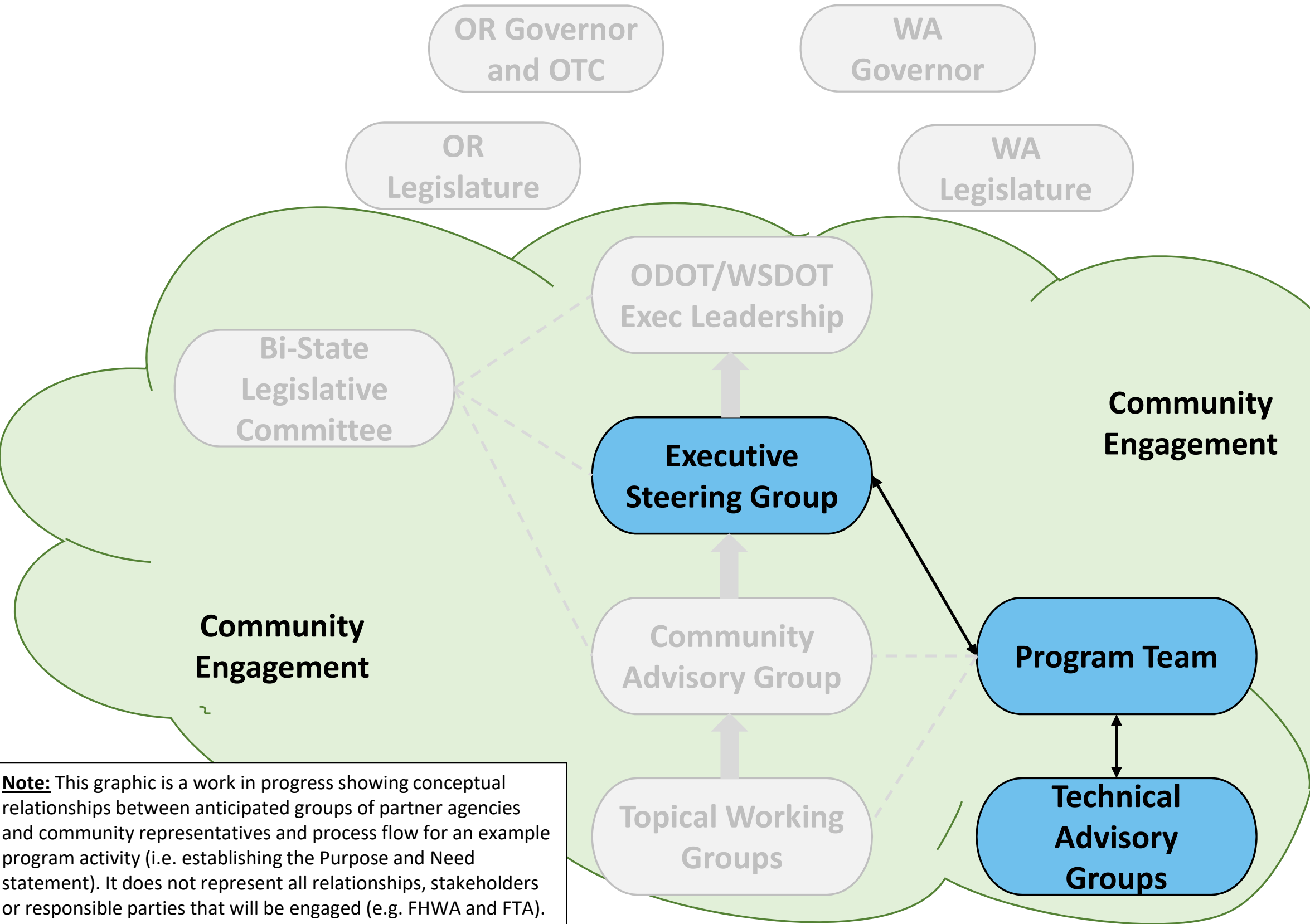
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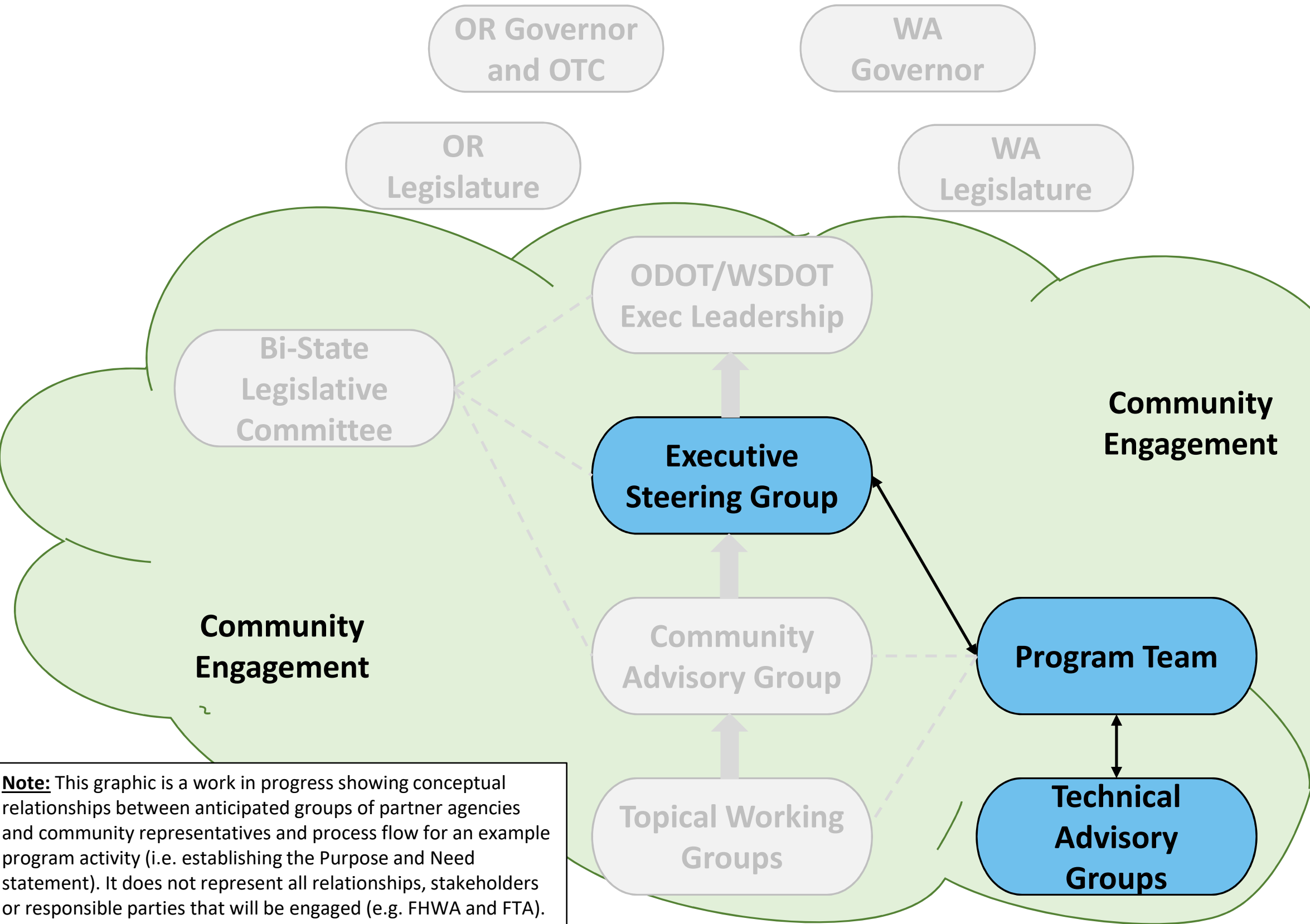
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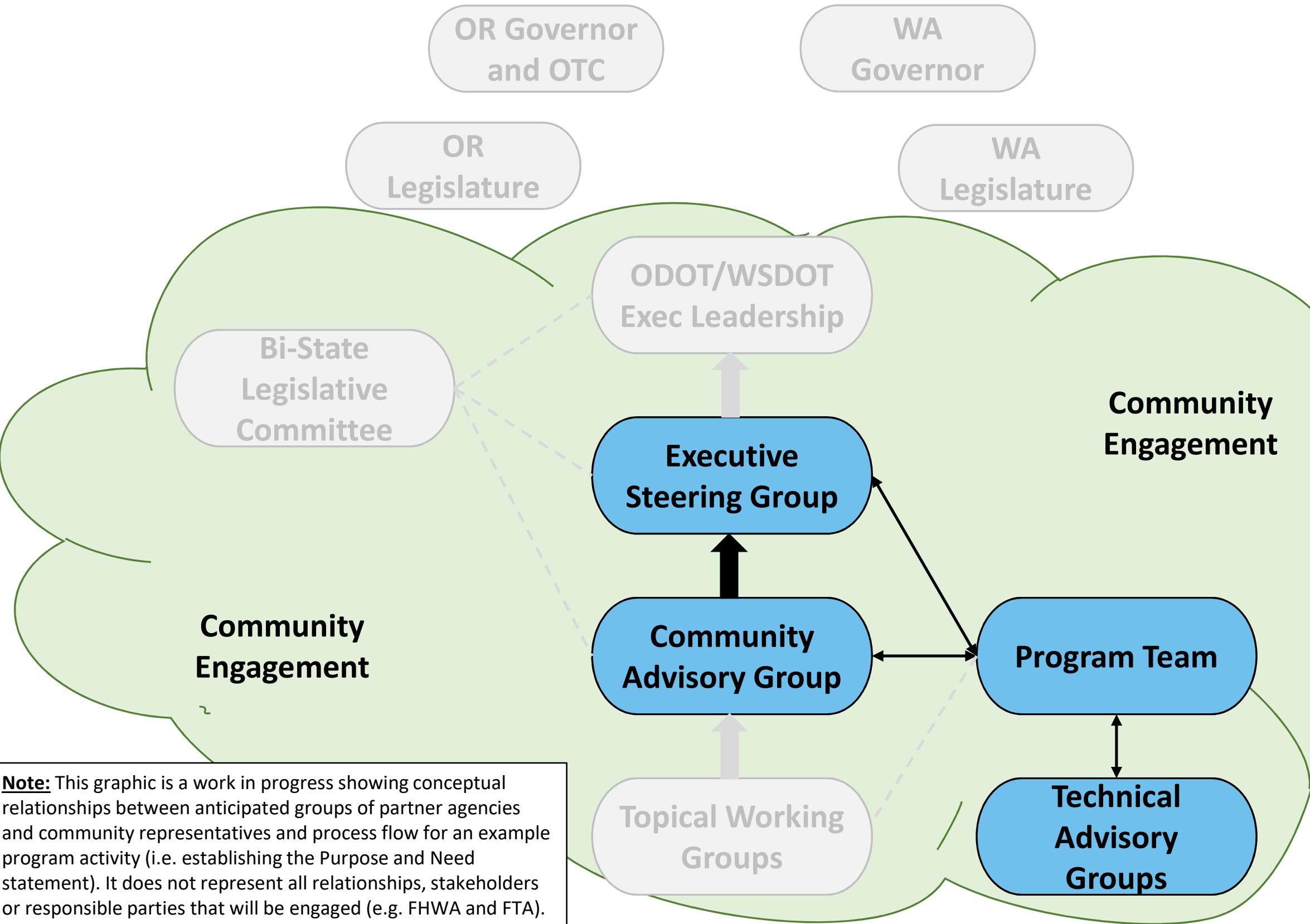
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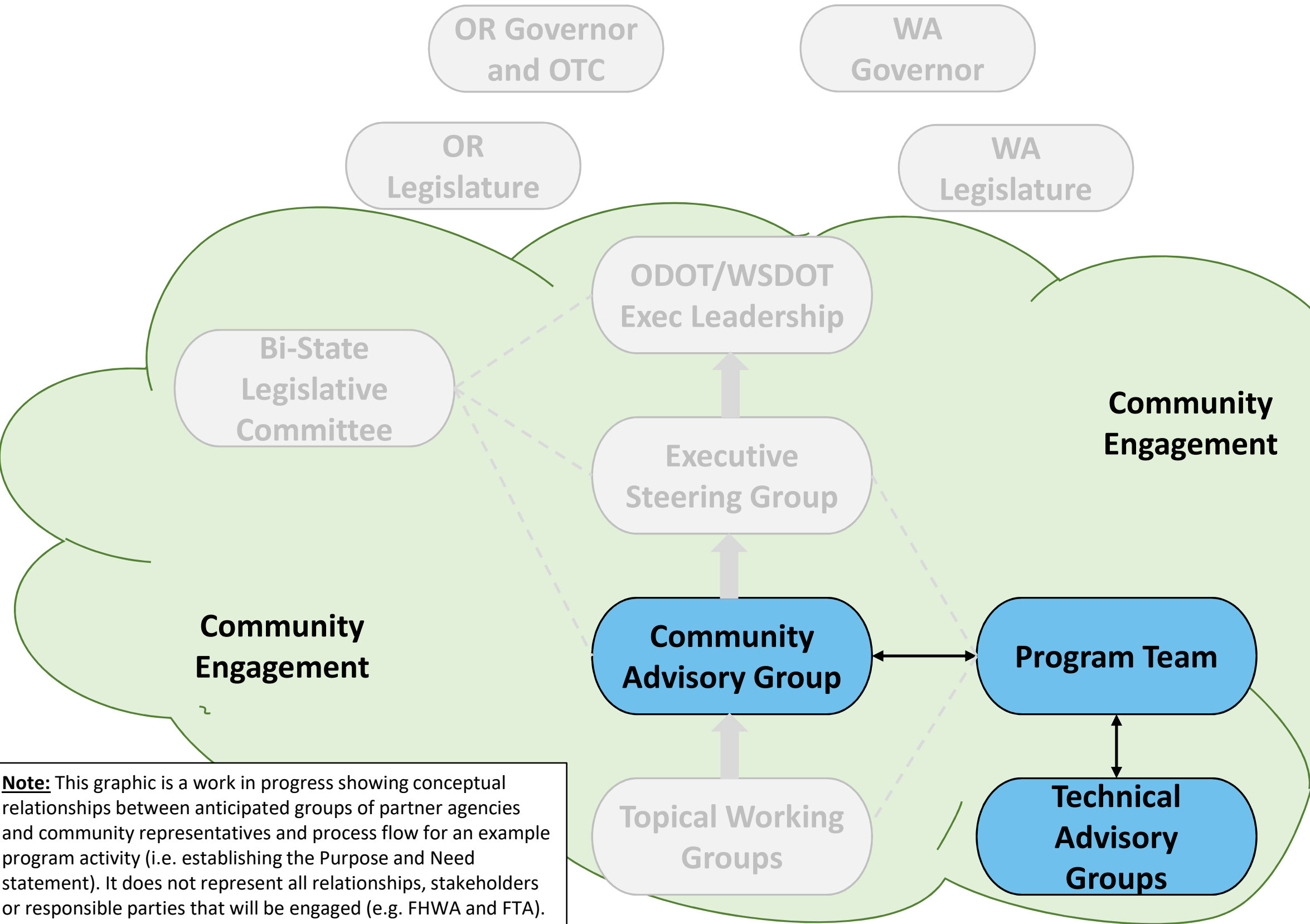
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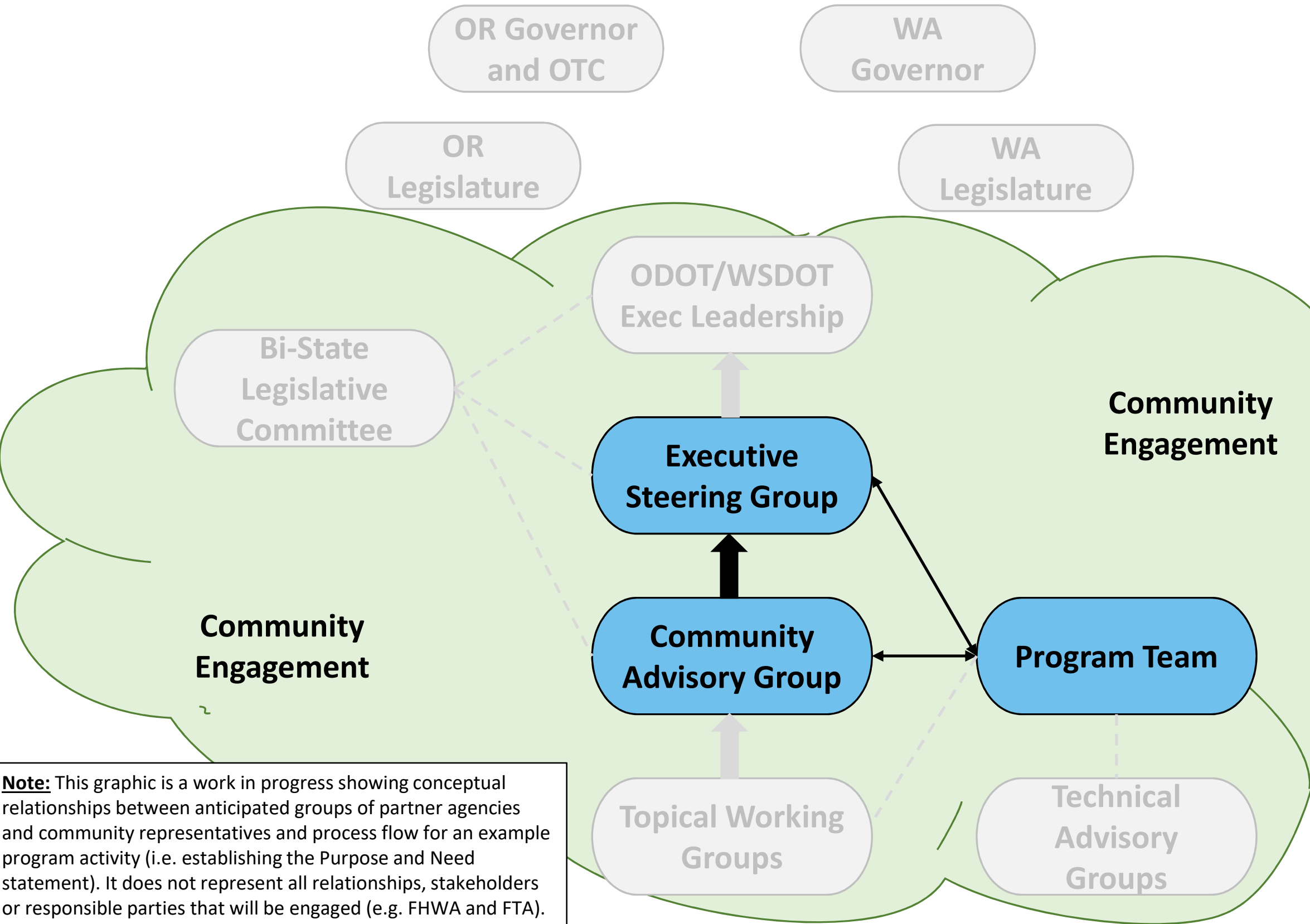
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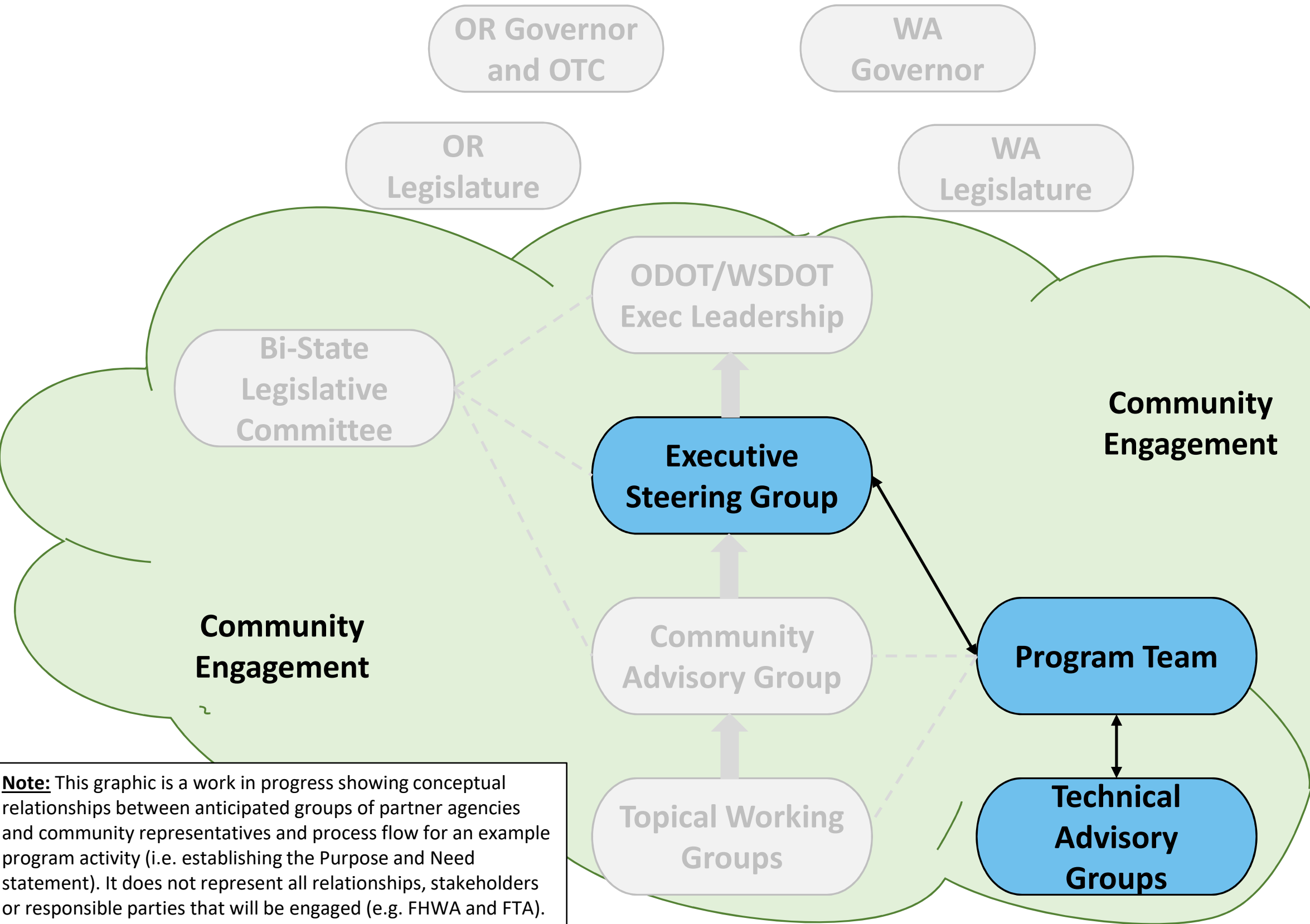
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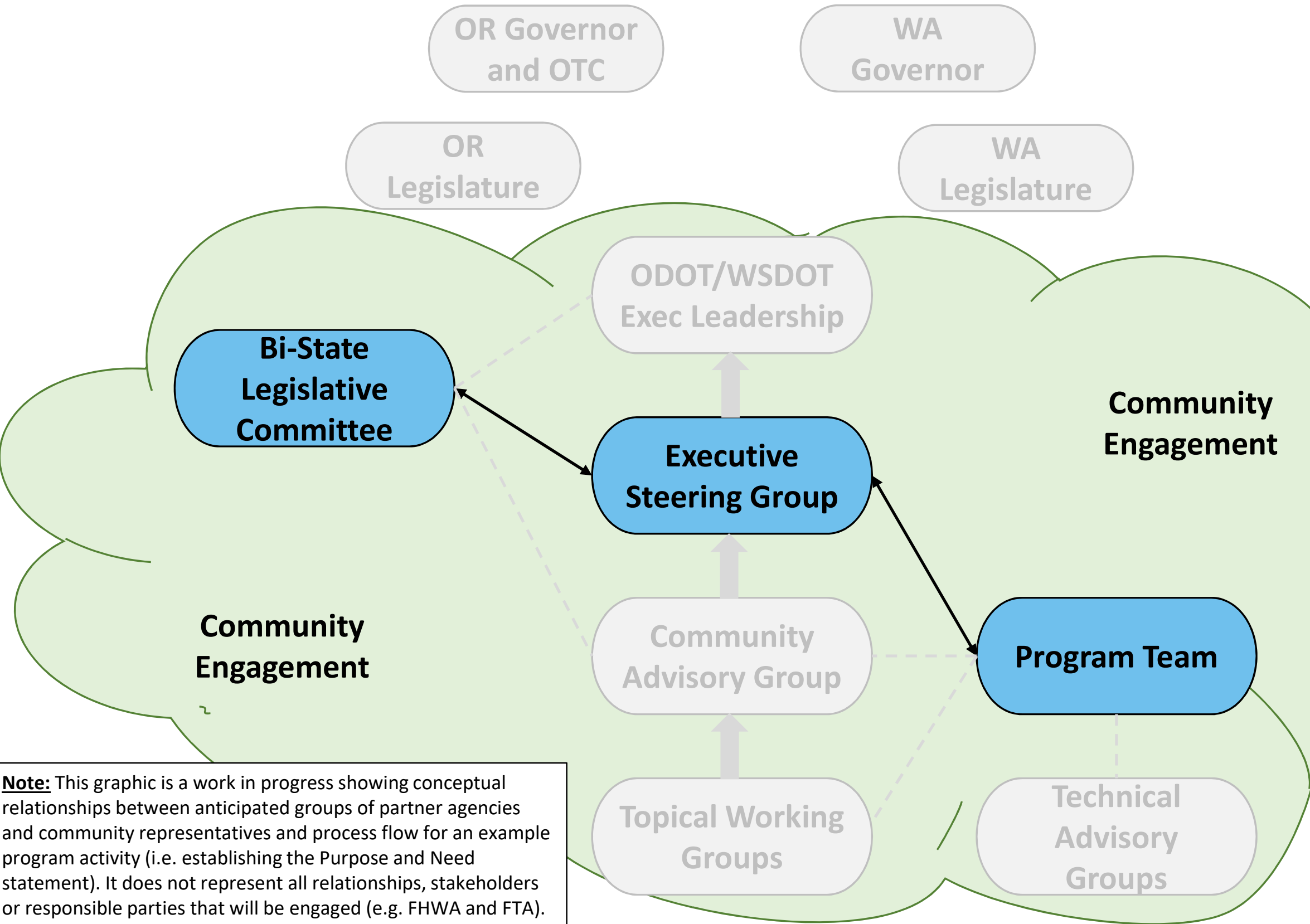
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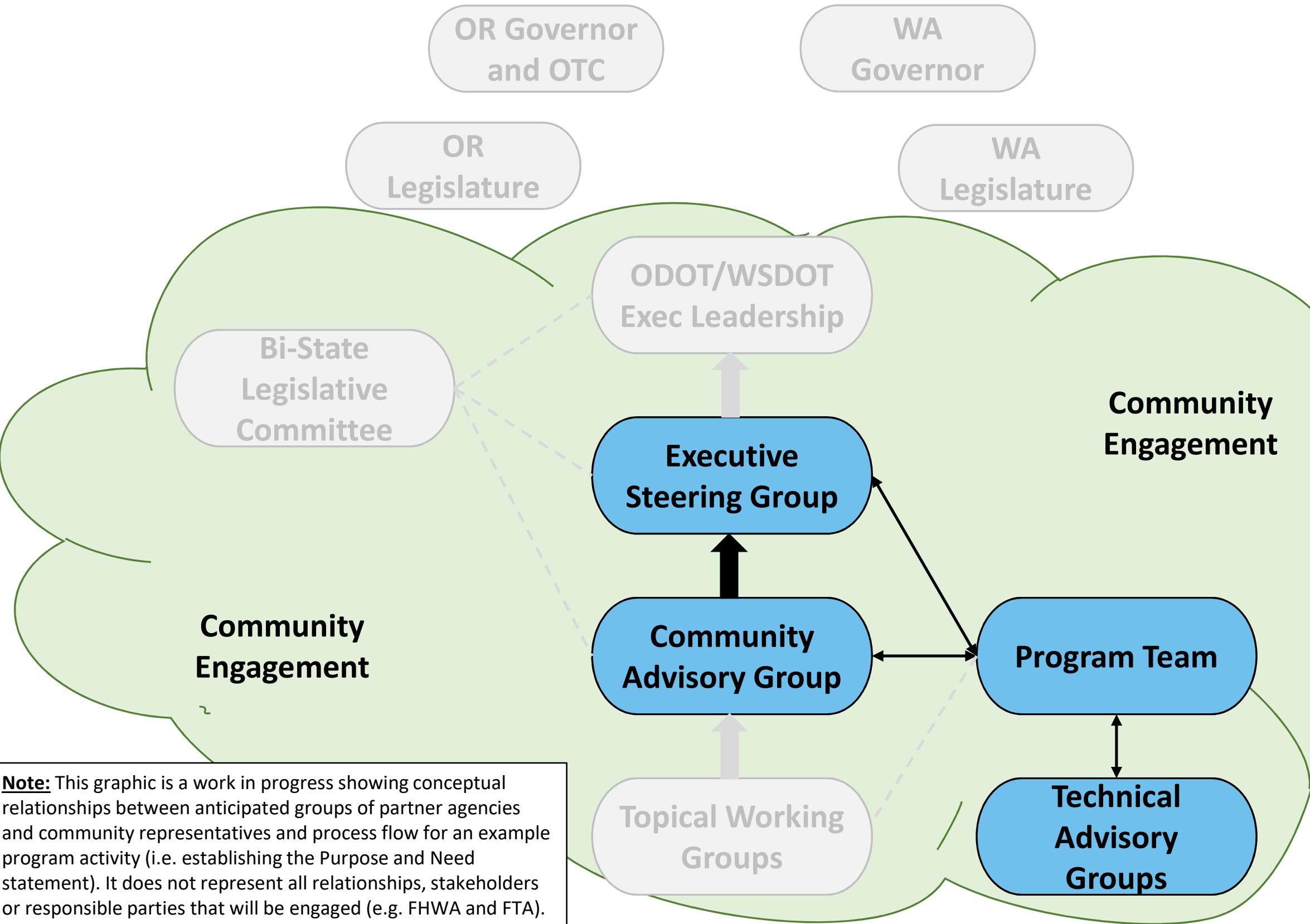
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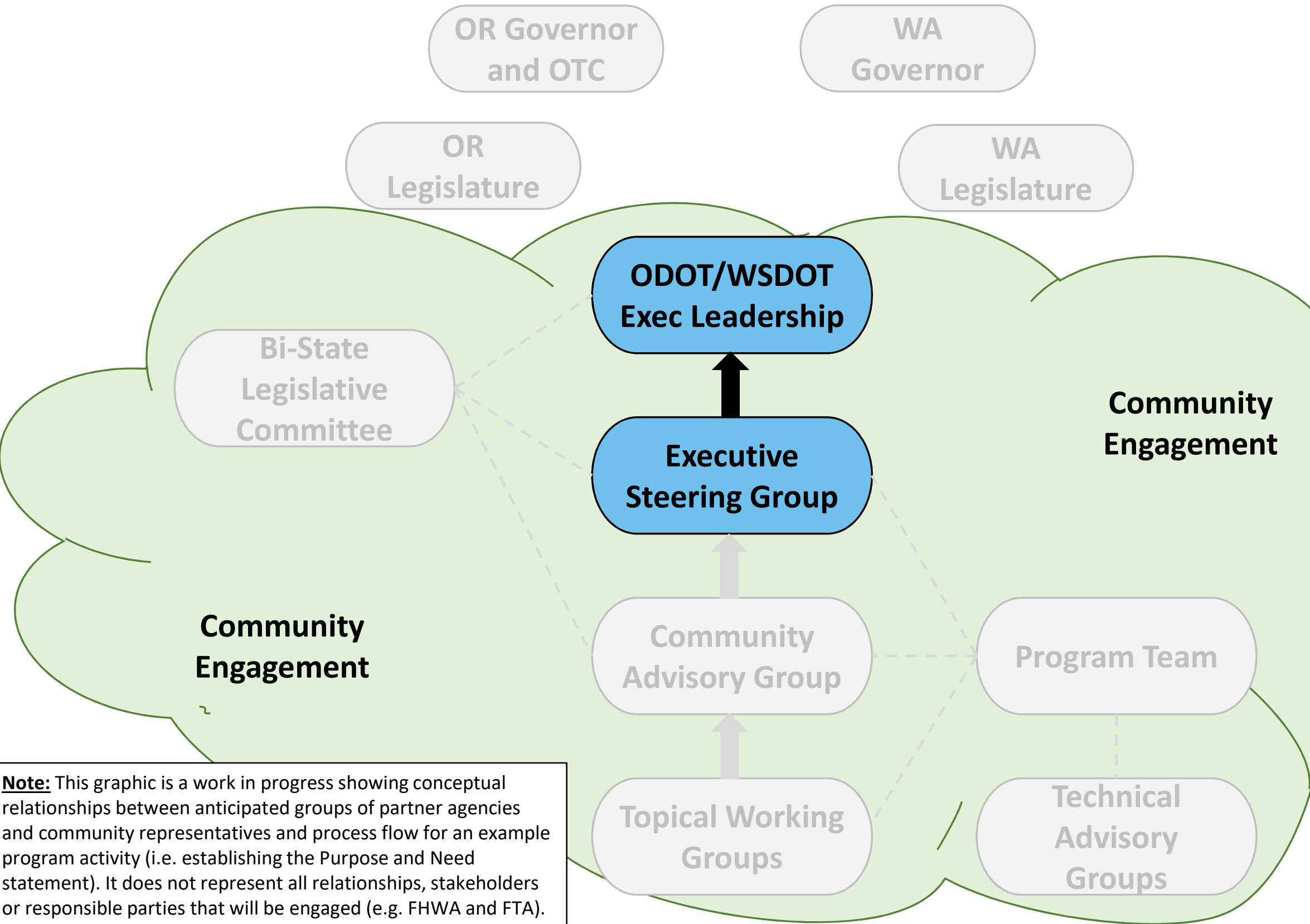


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Note: Federal Leads (FHWA/FTA) approval required for Purpose and Need



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**Regional Investment Strategy: Transportation
Investment Measure Region-Wide Programs**

Work Session Topics

Metro Council Work Session
Tuesday, June 02, 2020

REGIONAL INVESTMENT STRATEGY: TRANSPORTATION INVESTMENT MEASURE REGIONWIDE PROGRAMS

Date: 5/19/2020

Departments: GAPD, Planning &
Development

Work session date: June 2, 2020

Prepared by: Craig Beebe,

craig.beebe@oregonmetro.gov

Presenters: Andy Shaw

andy.shaw@oregonmetro.gov; Margi

Bradway margi.bradway@oregonmetro.gov

Length: 45 min

ISSUE STATEMENT

The Metro Council has directed staff to continue work with community and partners on a potential 2020 transportation investment measure to make getting around the Portland region easier, safer and more affordable, while creating tens of thousands of jobs and advancing the region's racial equity and climate goals.

Along with investments in making it safer and easier to travel in key corridors around the region, the Council included a vision for regionwide programs as a key element of the Get Moving 2020 measure. These programs are intended to ensure that benefits from the measure are felt broadly throughout the region and also to build community stability along with transportation investments.

At this work session, Council will continue conversation from the May 26 work session, in which staff presented for Council discussion a draft recommendation for program allocations and eligible investments. This recommendation is closely informed by input from community members, the Transportation Funding Task Force, the Committee on Racial Equity and key stakeholders and partners. Staff are seeking Council guidance on this draft recommendation prior to finalizing it as part of the complete Get Moving 2020 measure investment package.

ACTION REQUESTED

No formal action requested at this work session. Staff seek Council guidance on program allocations as well any changes to eligible investments.

Staff intend to bring a final recommendation for direction at Council's June 16 work session. At the Council's direction, this will be part of the Get Moving 2020 investment package for Council referral consideration in July.

IDENTIFIED POLICY OUTCOMES

The Metro Council has directed that the measure must advance the Regional Transportation Plan, Strategic Plan to Advance Racial Equity, and Climate Smart Strategy; engage diverse partners and community members; and leverage affordable housing and parks and nature investments. The Metro Council approved specific policy outcomes for

the potential transportation measure and appointed a Transportation Funding Task Force in early 2019.

POLICY QUESTIONS

Does the draft staff recommendation for program investments and allocations adequately respond to community feedback and advance Council priorities for the Get Moving 2020 measure?

What changes does the Council direct staff to make in a final regionwide programs recommendation, if any?

STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION

Metro has been working since early 2018 to lay the foundation of a collaborative, comprehensive investment plan that makes getting around safer, faster and more affordable for everyone. The Metro Council has directed that this plan will include investments throughout the region, supporting the many ways people travel. The council has directed that this work must place advancing racial equity and addressing climate change at its core. The council has also directed staff to engage a wide range of community members, partners and leaders to identify smart solutions supported by a broad coalition.

As the region emerges from the current crisis, the greater Portland area will continue to grow. People will still be moving here. Children will still need to get to school safely. Workers and students will still need safe, reliable, and affordable transportation choices. Our communities will look for leadership to create jobs and generate the economic activity that will drive our region's recovery.

Transportation investments have often played a key role in putting people back to work and rebuilding our communities after an economic crisis. Reliable, affordable, safe and predictable transportation and transit options are in many ways more critical when family finances are stretched. This measure identifies hundreds of individual projects that are ready to go, so we can put tens of thousands of people back to work building a transportation system to serve greater Portland for decades to come.

That's why Metro is continuing to work with partners, stakeholders and the public to complete the Get Moving transportation funding measure proposal. This work has always been about working together to create a healthy and prosperous region for everyone who lives here. Now more than ever, building a blueprint forward will help all of us when it's time to regather and rebuild.

BACKGROUND

In December 2018, the Metro Council adopted a Regional Transportation Plan update, following years of engagement that included more than 19,000 engagements with residents, community and business leaders, and regional partners. Through the extensive engagement that shaped the plan, Metro heard clear desires for safe, smart, reliable and affordable transportation options for everyone and every type of trip. The 2018 Regional Transportation Plan is built on key values of equity, climate, safety, and congestion relief.

At work sessions in January 2019, the Metro Council provided guidance on key outcomes, principles and the structure of a potential investment measure to help advance these values. The council also approved a charge for a diverse and regionally inclusive Regional Transportation Funding Task Force. The Task Force reviewed Metro Council direction and policy regarding the measure; identified additional desired outcomes; provided input to Council on priority corridors, regionwide programs and possible revenue mechanisms; and made recommendations for corridor investments. Co-chaired by Commissioners Jessica Vega Pederson and Pam Treece, the Task Force held its 22nd and final meeting on April 15, 2020.

In September 2019, informed by input from community forums in the spring and Task Force discussions in the summer, the Metro Council advanced ten regionwide programs to for potential inclusion in the measure. At a proposed annual investment of \$50 million, these programs would ensure that the measure delivers broad benefits throughout the region. As envisioned, these programs would make possible additional investments in safety, transit and community stability, including creating anti-displacement strategies and affordable housing opportunities in the Get Moving 2020 investment corridors.

In February and March, Metro conducted extensive in-person and online engagement regarding the draft programs throughout the region, hearing from thousands of residents, the Task Force, Metro's Committee on Racial Equity, stakeholder groups and technical practitioners around the region. More than 1,600 people completed an online survey and hundreds more participated in community workshops in each county. Metro also funded several community partner organizations to conduct focused engagement with communities of color and other historically marginalized people. The Council heard reports from this engagement at work sessions on May 12 and 19, 2020.

The regionwide programs would accompany approximately \$4 billion in proposed investments to make travel easier, safer and more affordable in 16 key travel corridors around the greater Portland region. These corridors and investments were identified through extensive Council and Task Force discussions, and engagement with Local Investment Teams and community members throughout 2019 and early 2020.

Is legislation required for Council action? **Legislation will be required for referral.** Council is expected to consider such legislation in mid-July.

SUMMARY OF PUBLIC INPUT ON THE GET MOVING REGIONWIDE PROGRAM CONCEPTS MAY 2020

This document summarizes input received by Metro staff about proposals for regionwide programs for the Transportation funding measure. The summary captures feedback from community members and partners, the Transportation Funding Task Force, Metro’s Committee on Racial Equity (CORE) and many other stakeholders. This stakeholder input was reviewed by Metro’s Planning & Development department staff and incorporated as feasible into staff recommendations for Council consideration. This input is also being considered for the oversight and accountability of these programs and the measure more broadly as well as implementation, if the measure is referred to and approved by voters.

There were several themes related to the regionwide programs that were expressed by many community members and stakeholders across engagement activities.

- Safety is a priority concern. There is a high level of interest in Safety hot spots and Safe routes to school and prioritizing safety in regional pedestrian and bicycle connections and accessing transit.
- Community members are seeking increased transit access to more places, more frequently and with more reliability.
- There is strong community interest in and need expressed for anti-displacement and housing affordability.
- There was consistent feedback that the youth pass programs should include free transit passes for youth year round.
- There is a strong desire for clear accountability and oversight and continued engagement with community as programs are implemented and decisions are made in the years to come.



Engagement activities

Engagement related to the programs began more than a year ago. The community engagement has been guided by Metro's goals of meaningfully engaging communities of color in Metro decisions and building relationships with decision makers and staff. In spring 2019, engagement activities included an online survey with more than 3,000 responses, a series of community workshops with communities of color and a regionwide summit with community based and active transportation organizations. The spring 2019 engagement identified similar priorities to the more recent engagement and helped shape the development of the programs.

This report summarizes input received during a period starting in February 2020 and ending in March 2020. During this time, Metro staff worked with community partners to host four community workshops and an online survey to receive input on concepts for programs for the Transportation funding measure. Workshop participants totaled nearly 250 community members sharing lived experiences. At the three in person workshop participants spoke Spanish, Nepali, Burmese, Zomi, Karen, Somali, Arabic, Chinese and English. Additionally, Metro staff met with advisory groups and stakeholders in a variety of forums including workshops and conversations. A fourth community workshop was planned but was cancelled due to COVID-19. Although, Metro staff has continued to meet with community members and stakeholders virtually, the pandemic has changed engagement and the community members Metro and its community partners are able to reach.

The Committee on Racial Equity (CORE) and Transportation Funding Task Force considered the program concepts and provided their input. CORE provided input on Safe Routes to School, Anti-displacement strategies, Affordable housing, Student fare affordability, and oversight and accountability. The Task Force provided input on all programs. Input gathered from the following activities are summarized in this document, organized by program.

Advisory groups:

1. Committee on Racial Equity meeting, Portland Community College, Rock Creek, February 20, 2020
2. Transportation Funding Task Force meeting, Sacramento Elementary School, March 4, 2020. Written testimony was submitted at this meeting pertaining to the regionwide programs, one from a member of the public and two from stakeholders with ongoing involvement in the funding measure. The input is summarized in the community and stakeholder input sections of this report. The comments are included in Appendix

Community workshops:

1. Multnomah County, Rosewood Initiative, February 24, 2020

2. Clackamas County, Clackamas Community College, Harmony Campus, March 2, 2020
3. Washington County, Centro Cultural, March 7, 2020
4. Virtual workshop for community members with disabilities, March 31, 2020

Stakeholder workshops:

1. Getting There Together, Metro Regional Center, February 21, 2020
2. Safe route to school practitioners, March 2, 2020
3. Portland Bicycle Advisory Committee, March 10, 2020
4. Virtual focus group for Anti-Displacement PDX, March 26, 2020

Stakeholder conversations:

1. Steph Noll, Oregon State Trails Coalition, February 25, 2020
2. Tara Wilkinson, Communications Manager, The Intertwine Alliance, February 25, 2020
3. Michelle Marx, Pedestrian Coordinator, PBOT, February 26, 2020
4. Jess Thompson, Executive Director, Oregon Walks, February 26, 2020
5. Kari Schlosshauer, National Safe Routes to School Partnership, February 27, 2020
6. Multnomah County Bicycle and Pedestrian Citizen Advisory Committee, March 11, 2020
7. Bernadette Le, City of Hillsboro, March 2020

ONLINE SURVEY

There were 1,644 responses to the survey distributed in English, 51 responses to the survey distributed in Chinese, nine responses to survey distributed in Vietnamese, one response to the survey distributed in Spanish. The survey was also distributed in Russian but there were no responses.

Program ratings

The survey asked respondents to read a brief description of each of the draft concepts for the regionwide programs and then indicate how important each type of investment is to them, their family and their community. Respondents used a scale of 1 to 5, with 1 being not at all important and 5 being extremely important.

Overall, respondents indicated that the most important programs are: 1) Safe Routes to School, Affordable Housing options, and Safety hot spots. For these three programs, more than 70% of the respondents who participated in these questions indicated that they were extremely or very important. The programs the fewest people indicated as being very important were Revitalizing main streets and Anti-displacement strategies. The high level of importance placed on the Affordable housing options program considered next to the lower

level of interest in the Anti-displacement strategies program may indicate that the Anti-displacement program is less relatable while the housing program resonates with people.

In the English survey specifically, there were three programs where there was a notable difference (>5%) between the results of people who identified as white compared to the percentage identifying as a race/ethnicity other than or in addition to white. (See table.)

Table 1: Responses indicating program is very or extremely important (English survey only)

Program	Percentage of respondents identifying as a race/ ethnicity other than or in addition to white	Percentage of respondents identifying as white alone
Anti-displacement strategies	56%	50%
Electric bus	51%	59%
Revitalizing main streets	37%	45%

Participants who responded to the survey in Chinese indicated a higher level of support for all of the programs than respondents taking the survey in English. Participants who responded to the survey in Vietnamese indicated a higher level of support than the responses to the English survey for several of the programs including: Affordable fares for students, Affordable housing options, Anti-displacement strategies and Revitalizing main streets.

Key themes from the open ended responses included: **safety, transit, access, housing and affordability**. Congestion and climate were mentioned repeatedly.

COMMUNITY AND STAKEHOLDER WORKSHOPS AND DISCUSSIONS

This section summarizes the input community members and stakeholders discussed related to each of the programs. Community member input includes the results of the discussions at each of the three community workshops as well as the public comment provided at the March 4 Task Force meeting. Stakeholder input includes the discussions and workshops described in the activities section. Two Council advisory committees, the Committee on Racial Equity (CORE) and the Task Force, also discussed the programs; a summary of their input is reported following the stakeholder input for each program.

SAFETY: SAFE ROUTES TO SCHOOL (SRTS) AND SAFETY HOT SPOTS

Community input: SRTS and Safety hot spots

- There is a need for more and better street lights. Dark bus stops, transit stations, cross walks and sidewalks feel unsafe and discourage people from walking and allowing their children to walk. Better lighting was a concern for both safe routes to school and safety hot spots.
- Safety at transit stops needs to be improved. Comments frequently included lighting, personal safety, wait times, and crossing the street to access a stop.

- More frequent transit service and bus stops near school would help students use buses to get to school
- Improved signals at street crossings, including flashing lights and better signals, are needed. The timing of signals is important. If there is not time to cross a street in a mobility device or for someone with different abilities, the crossing is not safe.

Stakeholder input: SRTS and Safety hot spots

- **Focus investments in low income schools and schools with more students of color. These investments need to prioritize equity considerations.**
 - Using Title I school status as an equity indicator is problematic. To track equity outcomes, it would be helpful to use a smaller geography than the school boundary, such as a Census tract. Using the school boundary does not allow projects to be identified that would benefit low income areas in more affluent schools. Identifying a project within a Title-I school also may not directly benefit the lower income students if the area within the walk boundary is more affluent.
- **Leverage funding between programs and allow projects to build on one another.**
- There is interest in funding for capital projects—items that are a combination of capital and programmatic. There is limited grant funding that supports school zone speed enforcement and mobile speed feedback signs in the past.
- If small scale infrastructure, like rapid flashing beacons (RFBs), could be purchased through a regional bid then the majority of grants could focus on larger projects such as sidewalk infill.
- It is more difficult to find funding for small projects than for large safety projects on arterials.
- There is a need to fund programs that support the infrastructure investments.
- This program could be supported by participatory budgeting where community decides where some portion of funds go. This would allow for youth involvement.
- ODOT's Project Identification Program (PIP) technical assistance is very useful.
- There are not enough applicants to ODOT's Safe Routes to School technical assistance funding program to justify adding a new technical assistance bucket of funding for SRTS. Metro's SRTS program could potentially support jurisdictions apply for ODOT's available funds.
- Rely on past prioritization in regional and local plans and work with local agencies to implement priorities.

CORE input: SRTS and Safety hot spots

- Low-income communities and communities of color are heavily impacted by unsafe routes. This is an important program.

- Include safe routes to community spaces and afterschool programming, recognizing that students and youth need to travel to more places than just school.
- In addition in safety, this program also has important environmental impacts.
- Safety hot spot data should include equity data to reflect impacts for communities of color.

Task Force input: SRTS and Safety hot spots

- Desired outcomes include environmental benefits, racial equity and safety.
- SRTS investments benefit the larger community as well.
- Many types of investments are needed: **sidewalks**, protected bikeways, connections to transit, lighting, crosswalks, signals, and flashing signals, and staff in schools.
- Metro's SRTS program should be administered in coordination with other city, county and state programs.

REGIONAL WALKING AND BIKING CONNECTIONS

Community input: Regional walking and biking connections

- More designated/separated bikeways and paths for walking are needed.
- The bikeways and paths should be safe: well-lit with emergency call buttons and bike speeds should be limited where there are pedestrians.
- Gaps in sidewalks are barriers for people who need pavement to roll. When a sidewalk stops, they are forced to either turn around or travel in the street. Gaps are also a significant issue for site visually impaired people.
- Trails need to be accessible by people with a variety abilities and using a variety of mobility devices.

Stakeholder input: Regional walking and biking connections

- Safety and accessibility are priorities for regional connections.
- Connections to transit are important. Consider how off-street trails are used by commuters and people accessing transit.
- There is a concern about active transportation investments leading to displacement.
- Important criteria include: equity, completing the pedestrian and bicycle network (network connectivity), school demographics, anti-displacement strategies, environmental and habitat protection.

Task Force input: Regional walking and biking connections

- Safety is a priority. This program should support Vision Zero.
- Increase mode share of active transportation.

- Connections to schools and jobs are high priorities. Closing gaps should “unlock” major destinations. Consider first and last mile connections.
- These connections should support equity goals.

REVITALIZING MAIN STREETS

Community input: Revitalizing main streets

- As main streets are improved, gentrification and displacement happens.
- There is more concern about neighborhood streets than business streets.

Stakeholder input: Revitalizing main streets

- Some stakeholders expressed this program is not a priority and funding should be focused on other programs.
- Most stakeholders did not provide input specifically about this program.

Task Force input: Revitalizing main streets

- Consider racial justice lens and anti-displacement.

ANTI-DISPLACEMENT STRATEGIES AND AFFORDABLE HOUSING

Community input: Anti-displacement strategies and Affordable housing

- Communities should be able to stay where they are. Existing residents should have access to quality housing that is close to amenities and services such as: gathering places and parks, transit, pedestrian and bicycle paths and small businesses. As community members are pushed farther out of central areas, access to services becomes more difficult, time-intensive and expensive.
- More affordable housing options are needed for people at risk of being displaced, and especially for people with disabilities, elders and students. A diversity of rental and ownership options are needed—multifamily and single family.
- Rents are increasing and incomes are not. Participants discussed a variety of tools to support housing affordability in areas planned for transportation investments, including rent control, income-based rent, non-profit housing, property tax deferrals, mortgage assistance, and limiting investors purchasing properties as investment properties.
- Information and education is needed about housing assistance programs that currently exist. People who are not citizens are not sure they have access to programs that citizens have access to.
- Current residents and small businesses, especially culturally/historically significant businesses, need protection.

Stakeholder input: Anti-displacement strategies and Affordable housing

- **Existing affordable housing needs to be preserved and people need to be able to stay in their communities.** (Look to PCEP language regarding how to keep people in place.)
- **This fund should address pathways to home ownership for people of color.** Right now there are apartments being built in communities of color. Resources need to be provided to organizations with Black/Indigenous People of Color-focused home buying programs to provide the support needed to get people into homes.
- Consider how the financing tool for affordable housing will embed equity and prioritize people of color.
- Funds will need to be distributed and land will need to be acquired quickly. There are concerns about the length of time it requires a CDC to prepare to purchase land.
- Ensure that jurisdictional partners are held to contracting equity standards as
- Provide a variety of housing types for a full range of incomes.
- It's important to communicate about affordable housing in multiple languages.
- Jurisdictions and developers need to be held accountable to goals and metrics.
- Community Benefits Agreements (CBA's) are important tools to ensure that the benefits of investments are realized by communities.

CORE input: Anti-displacement strategies

- Consider whether active transit projects relate displacement and who these investments serve. For example, who primarily uses bike lanes?
- Prioritize investments that allow people to live and work locally.
- Community stability is on the forefront – to ensure folks are able to stay in the communities they live in now.
- There should be goal posts that can be measures against included in an agreement For example, a certain amount of housing is needed in this corridor to stabilize this community. If there are no agreements with measurable goals, success can be claimed regardless of real results.
- A program needs to support building wealth within communities of color. Workforce development and Individual Development Accounts (IDA's) should also be included. There needs to be a pathway to commercial and homeownership.

CORE input: Affordable housing

- There is a need for not just affordable housing but low-income housing in particular.
- Home ownership opportunities are needed. Apartments are being built in communities of color.
- This program should mention people experiencing homelessness.

Task Force input: Anti-displacement strategies

- Support the work of existing agencies, community, coalitions and community based organizations. Don't create another level of bureaucracy.
- Access to capital is important for small businesses and families.
- Ensure the program is adaptable to best practices being learned.
- Anti-displacement must be embedded in corridor projects.
 - Clarify if the 2% is added to each corridor or an additional 2% of the whole package.
- Fund transit oriented development projects like Orchards of 82nd where the intersection of affordable housing and transit are maximized.

Task Force input: Affordable housing options

- Connect jobs with housing.
- Many types of housing for many levels of income are needed.
- Consider home ownership impacts with improvements in corridors and anti-displacement.
- Prefer addressing this need through housing measures rather than scarce transport funds.

GROWTH AND TRANSPORTATION: PLANNING FOR THE FUTURE

Community input: Growth and Transportation- Planning for the future

- Neighborhoods should be involved in planning; the government doesn't need to do all of the planning. Civic leaders need to reach out to neighborhood and help develop a new generation of people who can represent communities. Engage communities consistently throughout planning processes.
- Plan for more transit and more frequent transit in growth areas.
- Planning is about people no just places. Access to bike routes, bike shares and nature/parks are needed.
- As MAX lines have come into neighborhoods, community members have experienced a loss of bus routes that they relied on. Transit dependent people are then forced to live right next to a MAX stop.

Stakeholder input: Growth and Transportation- Planning for the future

No input provided specifically about this program.

Task Force input: Growth and Transportation- Planning for the future

- Localization is important; not all corridors require the same treatment.

- Prioritize multi-modal investments, including high capacity transit, equity and climate outcomes.
- Focus on North Portland and other areas missing from the measure’s Tier 1 corridors.

BETTER BUS

Community input: Better bus

- Bus stops should have shelters (protection from the weather), lighting, comfortable seating, and reader boards with bus schedules. The need for shelters was emphasized by many participants.
- Wait times are long. There should be more frequent service and more direct service to destinations such as major stores and health care services. Look beyond Portland for better bus projects to other community hubs, such as Oregon City.
- Buses should reach more neighborhoods (ex. East Multnomah County), and destinations, such as parks and natural areas.
- Express buses are needed for long distances and to connect towns in the greater Portland area.
- Navigating transit routes and payment can be difficult for non-English speakers. Consider information along routes and on transit in other languages, especially where there are communities speaking those languages. Also, consider a community liaison who can assist people in navigating fares and transit apps. For example, there are seniors who aren’t aware and don’t know how to access reduced senior fares.
- More frequent and reliable service for people who use Trimet LIFT and other paratransit services is needed. People who rely on these services flagged that they are missing from this funding package.

Stakeholder input: Better bus

- There’s a need for express buses outside of inner Portland.
- Balance accessibility and speed.
- Bus stop improvements are needed including access, safety and shelter.

Task Force input: Better bus

- Investments that will increase bus mode share are important.
- Expand transit service for people with disabilities.

ELECTRIC BUSES

Community input: Electric buses

- Electric buses would provide reduced pollution and health benefits, which are good. Electric buses should be prioritized for places where there are students, where more people with healthy vulnerabilities live, and where there's heavy congestion.
- The need is to deploy 400 zero emission buses by 2030, which translates to 40 per year. The cost to meet any goal has not been quoted by TriMet. Serious planning is needed.

Stakeholder input: Electric buses

- Consider whether the technology is developed enough to ensure cost effectiveness and reliability.
- Prioritize electric buses on routes through communities most impacted by pollution.
- There is concern with the construction of charging stations impacting communities negatively.
- Programmatic investment of \$9 million per year would allow TriMet to stop purchasing diesel buses. The benefits in greenhouse gas reductions and air quality would have impacts across the region into the future.

Task Force input: Electric buses

- The goal should be a fully electric fleet as fast as possible; accelerate conversion from diesel to electric.
- Outcome: prioritize highly polluted routes in low income communities of color/neighborhoods. Need a process in which TriMet is accountable for this outcome.

AFFORDABLE STUDENT FARE

Community input: Affordable student fare

- Passes should be free for all youth between 7 and 18, year round, and not income based. (An income-based pass stigmatizes low-income youth and low income schools.) Youth need to reach education opportunities, extracurricular and work year-round.
- While 18 and under was most frequently mentioned by participants, it was also noted that transit costs are also a burden and sometime a barrier for college students.
- A free youth pass would make it more affordable for families, and especially big families, to travel together on transit.

Stakeholder input: Affordable student fare

- The program should be for all youth and should be called a youth pass. The pass shouldn't be tied to student status.
- The pass should be for youth 18 years old and younger and available year round.
- It should not be restricted to certain schools or types of school (public vs. private, low-income vs. all).

- The pass should not just be for getting to and from school. A free pass is especially important for families with children who need to go other places after school.
- Make it as easy to use as possible. There were several different ideas about whether this should look just like a Hop card or also function as a student ID and library card or modeled after low-income/honored citizen fare.
- One outcome should be increasing ridership among youth.

CORE input: Affordable student fare

- This program could have a far-reaching impact.
- This program is even more important for families whose students need to get somewhere after school before going home.
- Free transit access is important to overall affordability in the region.

Task Force input: Affordable student fare

- This program is needed for all students available at all times.
- There are some geographic areas this applies to and not others. It's not needed for the entire system.

IMPLEMENTATION, OVERSIGHT AND ACCOUNTABILITY

Community input: Implementation, oversight and accountability

- Construction projects pose barriers and dangerous conditions for people with disabilities. How can the many construction projects funded through this measure better address these issues? Involvement from community members with disabilities in project planning and implementation at the jurisdictional level is important. When you start to look at projects through the lens of those with disabilities, everyone benefits.
- How can community members with lived experiences in the areas of transportation investments inform the projects?

Stakeholder input: Implementation, oversight and accountability

- Ongoing engagement with community is needed for an equitable approach, including youth. Currently on the Task force, there is no representation from disabilities communities, non-English speakers or Native American communities.
- All programs need to consider racist policing. As these programs are implemented there cannot be enforcement or other circumstances that introduces more racist policing.
- Programs should be flexible to take advantage of opportunities with funding administered quickly and efficiently.
- Coordinate the programs to leverage funding and investments and make projects more impactful and complete.

- Projects of different scales (e.g. regional trail, sidewalk infill, safety hot spots) should not compete against each other. Consider targets or ranges.
- Programs should support a pipeline of projects, allowing the region to leverage other funding by having projects designed and ready to go.
- There is interest in participatory budgeting from stakeholders and members of the public for multiple programs. This points to a need to hold Metro and its partners accountable for meaningful community engagement.
- For community stability programs, more than any others, community members and stakeholder raised the importance of accountability. Community benefits agreements were suggested as one important tool for accountability.
- Evaluation is important to accountability toward goals; consider public health evaluation tactics.

CORE input: Implementation, oversight and accountability

- Equity should be considered across all programs.
- Community Benefits Agreements (CBA's) and formal agreements are crucial for accountability.
- There needs to be reinforcement for accountability—what will happen if equity goals and if standards (hiring, etc.) are not met?
- Unless the racist policing environment is changed Black and Brown kids will still be locked up. Safety means safety from policing.
- There is concern that jurisdictions are using marginalized communities as leverage to get the projects they want instead of addressing community's real needs.
- Organizations involved in transportation measure work need to at least have familiarity with diversity, equity and inclusion vision, values and application. Organizations should be financially and structurally sound and should be asking for the true costs of their work; not underselling themselves.
- Jurisdictional partners need to be held to contracting equity standards as they are hiring contracting and consulting firms that will support these projects. Use local contractors that understand the local communities.
- Metro wants to work with minority owned businesses; however, there are many individuals who cannot get certified by the Certification Office for Business Inclusion and Diversity (COBID) because they don't have the required documentation.
- Community engagement, including representation from youth, the disability community, non-English speaking and immigrant communities, are essential for an equity lens. These communities were not all represented on the Transportation Funding Task Force.
- Prioritize investments that support communities of color. If the higher percentage minority corridors and higher level fatalities – it seems contradictory that these

corridors have then ended up in the lower tiers of projects. For example – Burnside is lower than the Southwest Corridor. Burnside is 71% equity focus areas and has 141 serious fatalities. Southwest Corridor is 32 % equity focus areas and has had 42 serious/fatalities.

Task Force input: Implementation, oversight and accountability

- Coordinate these programs with state and local programs to leverage funds.
- This funding measure process has resulted in very minor climate mitigation. At the very least, there needs to be a robust study on how to triple our transit and bike modes. More transit ridership will help to reach climate smart goals.

APPENDICES

SUMMARY OF PUBLIC INPUT ON THE GET MOVING REGIONWIDE PROGRAM CONCEPTS MAY 2020

Appendix A: Committee on Racial Equity (CORE) meeting, February 20, 2020,
Summary of input

Appendix B: Transportation Funding Task Force meeting, March 4, 2020, Summary
of input,

Appendix C: Transportation Funding Task Force meeting, March 4, 2020, Public
comment

Appendix D: Transportation funding measure online survey results

APPENDIX A
COMMITTEE ON RACIAL EQUITY (CORE) MEETING,
FEBRUARY 20, 2020
SUMMARY OF COMMITTEE INPUT

Introduction

Margi Bradway and Craig Beebe attended Metro's Committee on Racial Equity meeting at PCC-Rock Creek on Feb. 20, 2020. After a presentation outlining the overall transportation measure and its connection to agency-wide and Planning & Development department goals and strategies for racial equity, diversity and inclusion, CORE members engaged in small-group discussion regarding proposed regionwide programs that could be included in the measure. Committee members were asked in particular to consider how these programs could best advance the Strategic Plan to Advance Racial Equity, Diversity and Inclusion.

This is a summary of key points from that discussion.

1. **Recognize racist roots of transportation system.** Committee members urged Metro to proceed with an understanding of inherent racism and discrimination in transportation and land use planning and how these roots continue to affect people's lives and opportunities today, including redlining, displacement, disinvestment and prioritization of projects. Committee members also recognized racism in policing as a concern for creating a truly safe and welcoming transportation system.
2. **Prioritize marginalized and vulnerable populations.** Committee members advocated that all programs should focus benefits on communities of color, people with disabilities, seniors, children, people with low incomes and other populations that have not historically benefited from transportation investments and/or who are at increased risk from unsafe streets, unreliable or unavailable transit, and long commutes. However, committee members articulated concerns that jurisdictions and others might use marginalized populations as leverage to get the projects they want, without fully engaging these populations to understand what investments they want and need.
3. **Accountability and engagement.** Committee members emphasized the importance of full-cycle accountability in projects and programs funded by the measure, from applications and criteria to construction and implementation. Committee members urged extensive community-based engagement, with a particular focus on marginalized and vulnerable populations. Committee members advocated for specific commitments in Community Benefit Agreements, labor standards, contractor diversity, and workforce development. Committee members also urged Metro to have a plan for evaluating the impacts and successes/failures of investments with the ability to change course on future investments if needed.
4. **Benefits to community.** CORE members felt that programs should look for opportunities to build wealth within communities of color, as a key plank in a strategy to avoid displacement from transportation investments. Metro needs to better define what community benefit means and how it could be measured, committee members said.
5. **Specific programs.** CORE members expressed specific interest in the following programs:

- a. **Anti-displacement programs** (Community Stability). CORE members supported dedicated investment on community-based strategies to help ensure people have the ability to continue to live and work where they do now, even as neighborhoods change and public investments are made. Community members and organizations should lead the development of these strategies.
 - b. **Affordable housing**. CORE members advocated that this program should have specific goals and commitments to serve very-low-income people to ensure units are actually affordable. CORE members also asked Metro to consider how housing investments could support first-time homebuyers in addition to renters, whether through direct investment or by partnering with other public or philanthropic programs. Committee members also urged Metro to transparently link to and leverage the regional affordable housing bond.
 - c. **Transit access**. CORE members supported programs to make transit more affordable or free for as many people as possible, particularly youth.
 - d. **Safe Routes to School and Safety Hot Spots**. Committee members supported programs to improve safety. They advocated for prioritizing communities of color and low-income communities for these investments, since these areas likely have the greatest safety challenges today, especially for people walking and biking. Committee members urged Metro to incorporate audible signals and other universally accessible design features wherever possible.
6. **Engagement**. Committee members identified a lack of engagement with and representation in decision-making by people with disabilities, people experiencing homelessness, and people with mental health challenges in the development of the measure. They urged Metro to develop a strategy for engaging these populations as the measure is developed, refined and implemented.

**APPENDIX B:
TRANSPORTATION FUNDING TASK FORCE MEETING,
MARCH 4, 2020.
SUMMARY OF TASK FORCE INPUT**

METRO TRANSPORTATION FUNDING TASK FORCE (TF2)

MEETING 19 SUMMARY DRAFT

March 4, 2020 – 5:30-7:30 PM

Sacramento Middle School

11400 NE Sacramento Street, Portland, OR

ATTENDEES

Michael Alexander, *PSU | Albina Vision*

Jim Bernard, *Clackamas County Board of Commissioners Chair*

Emerald Bogue, *Port of Portland*

Cooper Brown, *Oregon Transportation Commission*

Leslie Carlson, *Street Trust Board*

Meredith Connolly, *Climate Solutions*

Mayor Denny Doyle, *City of Beaverton*

Councilor Karylenn Echols, *City of Gresham*

Commissioner Chloe Eudaly, *City of Portland*

Senator Lew Frederick, *State of Oregon*

Elaine Friesen-Strang, *AARP*

Mayor Mark Gamba, *City of Milwaukie*

Mary Ellen Glynn, *Columbia Sportswear*

Stephen Gomez, *Project PDX | BBPDX*

Sheila Greenlaw-Fink, *Community Housing Fund*

Kayse Jama, *Unite Oregon*

Mayor Tim Knapp, *City of Wilsonville*

Nolan Lienhart, *ZGF Architects*

Nate McCoy, *NAMC-Oregon*

Representative Susan McLain, *State of Oregon*

Marcus Mundy, *Coalition of Communities of Color*

Chi Nguyen, *APANO*

Dave Nielsen, *Home Builders Association*

Dave Robertson, *PGE | Portland Business Association Board*

Vivian Satterfield, *VerdeNW*

Nate Stokes, *Union of Operation Engineers*

Co-Chair Commissioner Pam Treece, *Washington County*

Co-Chair Commissioner Jessica Vega Pederson, *Multnomah County*

Kathryn Williams, *NW Natural*

NOT IN ATTENDANCE

Mayor Steve Callaway, *City of Hillsboro*
Marie Dodds, *AAA*
Debra Dunn, *Synergy Resources Group*
Councilor Eddy Morales, *City of Gresham*
Linda Simmons, *TriMet Board*

STAFF

Kyle Armstrong, *Metro*
Craig Beebe, *Metro*
Margi Bradway, *Metro*
Karynn Fish, *Metro*
Andy Shaw, *Metro*
Allison Brown, *JLA Public Involvement*
Hannah Mills, *JLA Public Involvement*

Note: At the first meeting, Task Force chairs suggested referring to the members by their first names due to the nature of this as a working group. The Task Force members agreed and therefore members will be identified by first names for the purposes of this summary document.

WELCOME AND AGENDA

Co-chairs Commissioner Pam Treece, Washington County, and Commissioner Jessica Vega Pederson, Multnomah County, welcomed the group and thanked Michael Lopes-Serrao, superintendent of the Park Rose School District for hosting the meeting. Michael briefly expressed the importance of the work the Task Force was doing, specifically noting the need for infrastructure that supports the students in his district.

The Co-Chairs reviewed the agenda.

The agenda was as follows:

1. Public Comment
2. Equity Analysis Presentation
3. Small Group Discussions: Regionwide Programs
4. Next Steps and Close

PUBLIC COMMENT

A total of two people provided verbal testimony.

Nia Calloway, Youth Environmental Justice Alliance, provided the following summarized comment.

Youth pass for all public school kids would better youth accessibility and will strengthen ridership. It encourages student success, access to opportunities, and promotes potential.

Meron Semere, Multnomah Youth Commission, provided the following summarized comment.

East Portland has a lot of congestion because of the lack of transit service and sidewalks. A youth pass would help alleviate this by supporting marginalized communities. Additionally, it would mitigate carbon emissions and promote lifelong transit users. Electric buses won't incentivize transit ridership. We need to reduce the stigma of transit use to show that it isn't just something for "poor people."

Tracy Farwell, Engineers for Sustainable Future, provided the following summarized comment.

I'm interested in the conversion of transit to an electric fleet. I haven't seen the numbers on cost.

Milen Gebreamlak, Multnomah Youth Commission, provided the following summarized comment.

We're working to lift this city. The youth pass should be funded through this measure. It is critical and will open doors and provide mobility and a lifeline. It will allow students independence and provide working families with a critical resource.

Vivian Su, Youth Environmental Justice Alliance, provided the following summarized comment.

Kids in this district rely on transit. Youth pass should not be income-based. Transportation is a right all youth should have. This measure is an opportunity to expand year-around, non-income-based travel. Base funding on the current usage of the youth pass.

Lane Shaffer, Multnomah Youth Commission, provided the following summarized comment.

We need a year-around youth pass that is not based on income or enrollment. This would incentivize youth to use transit through adulthood, benefit school attendance, lower carbon emissions, and remove the cost barrier to accessing school and extracurriculars.

Victoria Paykar, Climate Solutions, provided the follow summarized comment.

We are most excited about the program for bus electrification. TriMet is now the State's biggest consumer. The deployment of electric buses should be in communities of color and offer the opportunity to participate in green jobs.

EQUITY ANALYSIS PRESENTATION

Using a PowerPoint, Metro staff gave a presentation explaining the racial equity analysis. Below is a summary of the presentation.

Building off the 2018 Equity plan, this analysis responds to Metro's strategic equity framework and included three phases: impact and benefit analysis, racial equity outcomes, and racial equity strategies and accountability mechanisms.

The analysis focused on three different equity areas that we identified in the RTP, specifically those with high concentrations of people of color, people with low English proficiency, and low income

populations. Our goal was to determine what it means when the term “equity area” is used, and who lives in those areas. We determined that the Tier 1 project investments are strongly weighted towards areas where people of color live, and they address historical lack of investment. Additionally, the safety and transit investments are strongly weighted toward areas where people of color live.

We also tried to ensure investments were distributed across the region.

The Task Force was given the opportunity to ask questions. Below is a summary of the discussion.

- Will there be a similar analysis for the Diversity, Equity, and Inclusion (DEI) programs?
 - Andy Shaw, Metro, responded: *We have been discussing using this level of analysis.*
- Certain areas might have less diverse populations because they lack transportation and housing opportunities.
- Did Metro consider “Better Off” measures when looking at the impacts to communities of color?
 - Andy responded: *We looked at where people of color were riding those lines, but it’s hard to do in a meaningful way.*

SMALL GROUP DISCUSSIONS: REGIONWIDE PROGRAMS

The group was asked to assess the different regionwide programs and provide their feedback. The public was also given the opportunity to provide feedback. Feedback is summarize below.

REGIONAL WALKING AND BIKING CONNECTIONS

Task Force:

What are the most important outcomes this program could advance?

- It’s important to prioritize connections to jobs and schools to support equity goals.
- Address gaps to increase access to major destinations.
- Separate walking and biking paths from vehicle transportation infrastructure, especially on busy streets, to increase safety.
- Prioritize safety to achieve Vision Zero goals.
- Increase bike mode share to complete the system.
- Increase access and safety of long-range walking and biking routes.

What types of investments are most important for this program?

- Address gaps due to lack of investment.
- Address first/last mile issues.
- It’s important to have southeast-southwest connections.
- Look at large, transformative capital investments.

FUTURE CORRIDOR PLANNING

Task Force:

What are the most important outcomes this program could advance?

- Different parts of the region has different needs. We need to make decisions understand the land use, employment areas, industry areas, etc.
- Consider the evolving transportation technology.
- Not all corridors need the same treatment.

What types of investments are most important for this program?

- We need to triple our transit mode share quickly.
- Prioritize multimodal options, equity, and climate outcomes.
- North Portland is missing from the Tier 1 investments.

BETTER BUS

Task Force:

What are the most important outcomes this program could advance?

- Prioritize movement of buses through dedicated lanes, bus priority signals, and other innovative solutions in the appropriate locations.
- Seek strategies that will significantly increase mode share.
- Understand the needs of the different areas – i.e. urban vs. suburban.
- Increase both the speed and comfort of transit commutes.

What types of investments are most important for this program?

- Expand the paratransit service.
- Address first/last mile issues.
- How will this be publicized?
- Get transit out of traffic.

Public:

- Consider signals rather than dedicated bus lanes, but ensure technology is up to date and well maintained.

SAFE ROUTES TO SCHOOLS

Task Force:

What are the most important outcomes this program could advance?

- Environmental outcomes, racial equity, and safety.
- Title I schools will benefit from the equity focus.
- How it serves people of all ages.
- Allows kids to get to school safely and easily.

What types of investments are most important for this program?

- Capital investments with a racial equity lens.
- Sidewalks around schools and connectivity to transit.
- Lighting to promote safety and visibility.
- More crosswalks, pedestrian signals with flashing beacons.
- Investments that benefit students that may not live near the school.
- Protected bikeways.
- Coordination with other cities, counties, and state programs.

Public:

- This will help promote students' direct involvement with their schools.

ANTI-DISPLACEMENT STRATEGIES

Task Force:

What are the most important outcomes this program could advance?

- Task Force members asked a series of questions in response to this question, including:
 - Do the strategies need to be corridor-specific?
 - How do we ensure the program is adaptable to the best practices being learned?
 - Are there local CBOs/coalitions that could address this?

What types of investments are most important for this program?

- Transit-oriented development that maximizes affordable housing and transit access.
- Supporting existing agencies' work to limit bureaucratic barriers.
- Embedding anti-displacement in all plans.
- Community capital access for both small and family businesses.

Public:

- This will help give the public, specifically low-income tenants the power to create solutions through investments to high impact areas.
- Use the participatory budgeting process to allow tenants to make investments in their communities.

STUDENT TRANSIT AFFORDABILITY

Task Force:

What are the most important outcomes this program could advance?

- Needs of the program include:
 - Day and night service

- School day service
- Rural and urban service
- Accessibility to all students
- Coordination with the State to provide for rural students.
- Transit accessibility for all youth, not just students.
- Free use of the entire transit system for all youth throughout the region.

What types of investments are most important for this program?

- Youth Pass for all youth, not just students.

Public:

- Outcomes include:
 - Reducing CO2 emissions
 - Improving school attendance
 - Increasing future ridership
 - Reducing congestion
 - Youth access to community resources, opportunities, and daily needs
- Youth pass for all youth, not just students, including houseless, homeschooled, and private school students.
- Free transit for youth.
- Year-around transit for youth.
- Not based on income.

OTHER PROGRAMS

- Safety Hot Spots
 - Task Force:
 - Consider investments beyond those included in Tier 1 corridors.
 - Prioritize racial equity and disability justice.
 - Coordinate with other programs to maximize investments.
- Revitalizing Main Streets
 - Task Force:
 - Selection of main streets needs to be strategic.
 - Use a racial equity and anti-displacement lens.
- Affordable Housing Options
 - Task Force:
 - Coordinate with the affordable housing bond.
 - Connect housing to jobs.
 - Provide a variety of housing types based on income and tenant needs.
 - Don't reduce transportation funding by using it on housing capital investments.
 - Include homeownership opportunities to prevent displacement.
- Electric Buses

- Task Force:
 - Halt purchase of diesel buses if the goal is to be fully electric.
 - Accelerate conversion to a fully electric fleet.
 - Prioritize highly polluted areas in low income communities and communities of color.
 - Ensure accountability and transparency.
- Public:
 - Consider cost of charging, maintenance, etc. to ensure wise capital investment.

OTHER QUESTIONS/COMMENTS

Task Force:

- Coordinate with other state and local programs to maximize return on investment.
- This process needs more climate action, including a study on how to triple transit and bike improvements.
- How are we ensuring transit system adequacy and that we are meeting Climate Smart goals?

Public:

- Include participatory budgeting to identify and prioritize community voice in crafting solutions.

NEXT STEPS AND CLOSE

The co-chairs thanked the group for the work they've done.

The meeting was adjourned.

**APPENDIX C:
TRANSPORTATION FUNDING TASK FORCE MEETING,
MARCH 4, 2020.
PUBLIC COMMENT**



GETTING THERE TOGETHER

March 4, 2020

www.gettingtheretogether.org | info@gettingtheretogether.org

Dear Task Force Members,

The Getting There Together Coalition (the Coalition) formed in 2017 in response to growing concerns that the Portland metropolitan region wasn't adequately planning to build the comprehensive infrastructure and transportation system in a way that effectively responds to the needs of people who live, work, learn, practice spiritually, and play in the Metro region. The Coalition is comprised of more than 60 member- and mission-based organizations in the region that work with stakeholders, businesses, and community members, including communities of color, transit riders, youth, older adults, people with disabilities, and the most vulnerable users of the roadway and transportation system.

Programs | How We Evaluated These Investments

Similar to our approach to corridor prioritization, prioritizing racial equity is important as we consider any program: Centering people who use the system will inevitably lead us in accomplishing our region's climate, safety, and racial equity goals. While the Coalition has prioritized certain programs based on what community has asked for and demonstrated as a need, we recognize the value in all programs under consideration. The Coalition's program priorities are based on the following considerations:

- Which programs address safety issues that may not be covered in the corridors approach?
- Which programs best complement potential enhanced rapid transit that could come from the investments in corridors?
- Which programs best address anti-displacement and help to repair past harm to communities who have been affected by displacement and gentrification in our region?
- Which programs best help address barriers to accessing public transit, especially for low-income people, youth, elders, and people with disabilities?
- What programs best address personal safety issues related to walking, biking and taking public transit in our region?
- Which programs best address the region's climate emissions reductions goals?
- Does this program prioritize community priorities as reflected by public input and testimony?
- Is this a program identified as a need by communities of color, low-income communities, and other historically marginalized groups?

Programs | Considerations and Our Priorities

Safe and Livable Streets - Safe Routes to School, Safety Hot Spots, Active Transportation Connections, and Main Streets Revitalization

Coalition Considerations:

- Regional “equity focus areas” must receive project prioritization and funding first, and include robust community input.
- Many of the programs in this category overlap and should be considered together for funding.
 - For example, funds from safety hot spots and active transportation connections should consider nearby safe routes to school needs, and vice versa.
- All programs must demonstrate a clear benefit for and prioritization of people who walk, bike, and access transit, and projects cannot benefit drivers if they will negatively impact people who walk, bike, and access transit.
- Active Transportation Regional Connections funding should be increased to account for some larger regional connection needs, such as bridges.
- Participatory Budgeting should be considered with this set of programs as a means to tap expertise of community to propose and develop projects and solutions on the ground, while building civic knowledge and education. This is an opportunity for Metro to share power with the community and collect data about their priorities.

Our Priorities: *The coalition prioritizes Safe Routes to School, Safety Hotspots, and Active Transportation programs. These programs can and should be leveraged together to increase their impact and benefits, and investments should lead with racial equity.*

Community Stability - Anti-Displacement Strategies, Multifamily and Missing Middle Housing, and Future Corridor Planning

Coalition Considerations:

- The Coalition understands that 2% of capital project dollars will be invested in anti-displacement measures; given historical injustices caused to Portland’s communities of color from transportation projects, is this value high enough to meet the needs of the region’s vulnerable communities?
- More details are needed: what exact policies or investments is Metro targeting in their anti-displacement efforts? Are they working with other Anti-Displacement committees or organizations to develop region-wide goals?
- What does success look like with anti-displacement strategies, and how will it be measured?
- Housing investments should be permanent, and affordability requirements on housing should not sunset or expire.
- Housing investments should be within ¼ mile of an existing or planned high frequency public transportation, such as bus lines or light rail lines.

- Affordable and middle housing should be diverse in design and intended occupants, including housing for small families, multigenerational households, and those housing insecure.
- Housing should be deeply affordable, and offer a variety of options at a variety of affordability options measured in Median Family Income.
- When feasible, projects should be mixed use and allow for small business opportunities.
- Given the urgent and frequent requests for increased transit lines, including frequency, and reliability, we would like to see dedicated funding for transit network planning.

Coalition Priorities: *The Coalition places a high priority on anti-displacement policies and investments, and multifamily/middle housing. Metro should be actively working to combine these programs to increase their effectiveness and impacts to communities of color and displaced communities. The Coalition would like to see transit network planning included under Future Corridor Planning.*

Future Transit - Better Bus, Student Fare Affordability, and Transit Vehicle Electrification

Coalition Considerations:

- Community members have come forward consistently, and for years -- through the RTP, local plans, and during the Task Force process -- to indicate that better and affordable bus service is their priority.
- In conversations with our Coalition members, getting buses out of traffic, increasing frequency and new transit lines, and ensuring affordability for youth are very high priorities.
- Better Bus funding should be prioritized to boost frequency and reliability in transit-poor parts of the region; should include amenities like shelters, safety lighting, and real time transit tracking; and must ensure bus stops are located close to marked/signalized intersections for easier transfers, or that safe access is established for users to cross roadways.
- Student Fare Affordability should cover all youth aged 18 & under and be available on a year-round basis.
- Electrification of the transit fleet should be prioritized in equity focus areas and areas with the worst air quality in the region.

Coalition Priorities: *The Coalition prioritizes Better Bus and Student Fare Affordability. As a coalition, we cannot overstate the value that a regional YouthPass available to all youth 18 & under, 365 days a year, would have an enormous positive impact to our region's families, regional climate emissions reduction, transit mode share, and increased ridership goals, and build the next generations of transit riders.*

Racial Equity Analysis | Our Questions & Recommendations

In the creation of this measure, the Task Force and Metro Council recommended several values: action on climate change, improving community safety, and leading with racial equity. We are glad to see this analysis completed, and to provide the Task Force with some considerations and questions around the racial equity analysis for project investments. The racial equity analysis is a great tool to help us begin to understand how we should be thinking about prioritizing our investments. **Although the racial equity analysis for project investments will not influence which projects are or are not included in the measure, it should serve as a**

guide of accountability, that allows for additional analysis as the Task Force and Metro Council finalize their program recommendations, decide on Tier 2 investments, and contemplate the best financing mechanisms that are available for the measure. We call on Metro to apply their racial analysis tool towards the program investments and financing mechanisms. We believe this will provide a better understanding of how and where these investments should be prioritized in the equity focus areas throughout the region, and ensure the entire package can advance the racial equity goals.

The Coalition suggests you consider the following questions in relation to the racial equity analysis for project investments and any future racial equity analysis completed for this measure:

- Can this data be broken down more granularly to corridors, and even the project level?
 - If the number of certain investments (such as crossings) can be counted, seeing which corridor proposals and investments most benefit communities of color should be possible.
- How does this inform policies and investments around anti-displacement within the measure?
- How will Metro be engaging with people of color living in focus areas to inform investments?
- Are there benchmarks for access, affordability, and safety that will help us understand the progress being made on racial equity goals?
- How can programs be sequenced or prioritized in racial equity focus areas?

Most Important though: How is success in racial equity being measured, and what does success look like? ***Specifically, what are Metro's and the T2020 Task Force's racial equity goals, and how will they be measured? Otherwise we will be defining success in racial equity as whatever the final outcomes are, rather than intentional goals that are rooted in the needs of our communities of colors.***

Thank You!

Overall, we know that these programs have the power to bring real and transformational changes to every corner of the region. While we have called out some of these programs as priorities, we encourage the Task Force to lean on their values, particularly racial equity and the analysis around it, when considering and weighing potential investments. On a similar note, while we as a coalition have prioritized some of the programs, we recognize the full suite of programs helps meet the diverse needs in the region, and we stand ready to learn more detail about how programs can help serve the region's most marginalized and underserved.

As we begin to move closer to the final stages of the Task Force process, we want to thank you as members for your time and dedication to our region. The questions put before the task force on this measure's projects, funding mechanisms, and now programs are all complicated. The Coalition continues to feel that a collaborative process rooted in the Task Force's values of safety, climate action, and particularly racial equity in regards to this measure's funding mechanisms, is the best way to create a transportation measure that can aspire to and achieve something transformational for everyday Oregonians.

Sincerely,

The Getting There Together Coalition



March 4, 2020

Get Moving Task Force
600 NE Grand Ave.
Portland, OR 97232-2736

Re: Transportation Investment Measure

Dear Task Force Members,

Climate Solutions and Oregon Environmental Council are writing to express our strong support for bus electrification, along with the other proposed programs presented to the task force. Climate Solutions is a regional non-profit working to accelerate clean energy solutions to the climate crisis. Founded in 1968, Oregon Environmental Council (OEC) is a nonprofit, nonpartisan, membership-based organization advancing innovative, collaborative and equitable solutions to Oregon's environmental challenges for today and future generations.

We believe that bold action is necessary to make our system healthier, more sustainable, more efficient and more equitable. We support the proposed programs, and it is essential to invest in improve safety and access for people walking, biking, and taking transit. OEC and Climate Solutions are members of the Getting There Together Coalition, and support the Getting There Together priorities. In addition, the urgency of the climate crisis demands that the package meaningfully address greenhouse gas emissions, and we strongly support the **transit electrification program, which is key to reducing air toxics and greenhouse gas emissions through this investment measure.**

By accelerating TriMet's adoption of electric buses, Metro can:

- reduce toxic diesel emissions, especially in neighborhoods near high-traffic corridors;
- save on operating costs over time that should be re-invested in transit service; and
- double the climate impact of the Metro T2020 project package.

Diesel buses have a big climate and air pollution impact.

- The transportation sector accounts for approximately 40 percent of the Metro region's greenhouse gas emissions.
- With almost 700 diesel buses in its growing fleet, TriMet is the largest single user of diesel fuel in the state of Oregon.
- Diesel exposure increases the risk of heart attacks, strokes, cardiovascular disease, asthma and other respiratory problems.
- Multnomah County is in the top 2% of U.S. counties in exposure to diesel pollution.
- The region's most heavily-polluted corridors are home to many communities of color and low-income residents.

Electrification meaningfully addresses these impacts. Electrifying buses eliminate tailpipe pollution. Electric buses also provide an immediate drop in fossil fuel consumption, with the promise of fuel decarbonization over time. Already, about 50% of the Metro region's electricity is generated from renewable and carbon-free sources. With the state's commitment to eliminate coal from the mix, and Portland's commitment to achieve 100 percent clean electricity, that percentage will continue to grow quickly. TriMet estimates that each new electric bus purchased instead of a

diesel bus reduces the fleet's climate pollution by 94 metric tons every year. TriMet replaces about 60 buses a year, so by purchasing electric buses instead of diesel, the region's greenhouse gas emissions are reduced by more than 5,600 metric tons every year. In comparison, a rough estimate of all the T2020 proposed projects combined could reduce emissions by 5,200 metric tons per year.

Electric buses are good business. Not only do electric buses have reduced climate and air toxics impacts, they also save money over the lifecycle of the bus because they cost less to fuel and maintain. This savings into the future can and should be ploughed back into transit service improvements and expansion.

TriMet replaces its buses approximately every 16 years. **Every diesel bus that is replaced with a new diesel bus locks in more than a decade of the climate and health impacts of diesel fuel on our roads.** Transit buses are on the road for many hours each day. We are making decisions today that will affect the health of people living in our communities now and those who will live here a decade from now. We need to stop putting new diesel buses onto our roads.

TriMet is positioned to be a national leader in clean transit by following through on their commitment to transition the diesel bus fleet to zero carbon buses over the next two decades. TriMet is prepared to fulfill this commitment, but currently lacks funding to fully support the transition.

Programmatic investment of \$9 million per year would allow TriMet to stop purchasing diesel buses. The benefits in greenhouse gas reductions and air quality would have impacts across the region into the future. It is time to make the growing Metro region a national leader in providing a clean, safe, accessible and affordable transportation system for all – and this is an important step toward that vision.

Thank you for your consideration of these comments.

Sincerely,



Victoria Paykar
Transportation Policy Manager
Climate Solutions



Sara Wright
Program Director, Transportation
Oregon Environmental Council



4 March 2020

It's not an easy thing to deploy new technology seamlessly while continuing to provide uninterrupted transit services. The T2020 Corridor projects can be planned separately, but the fleet transition to zero emissions involves complex constraints, requirements, decision criteria but above all, adequate investment planning. If this has been accomplished to date, it is a well-kept secret.

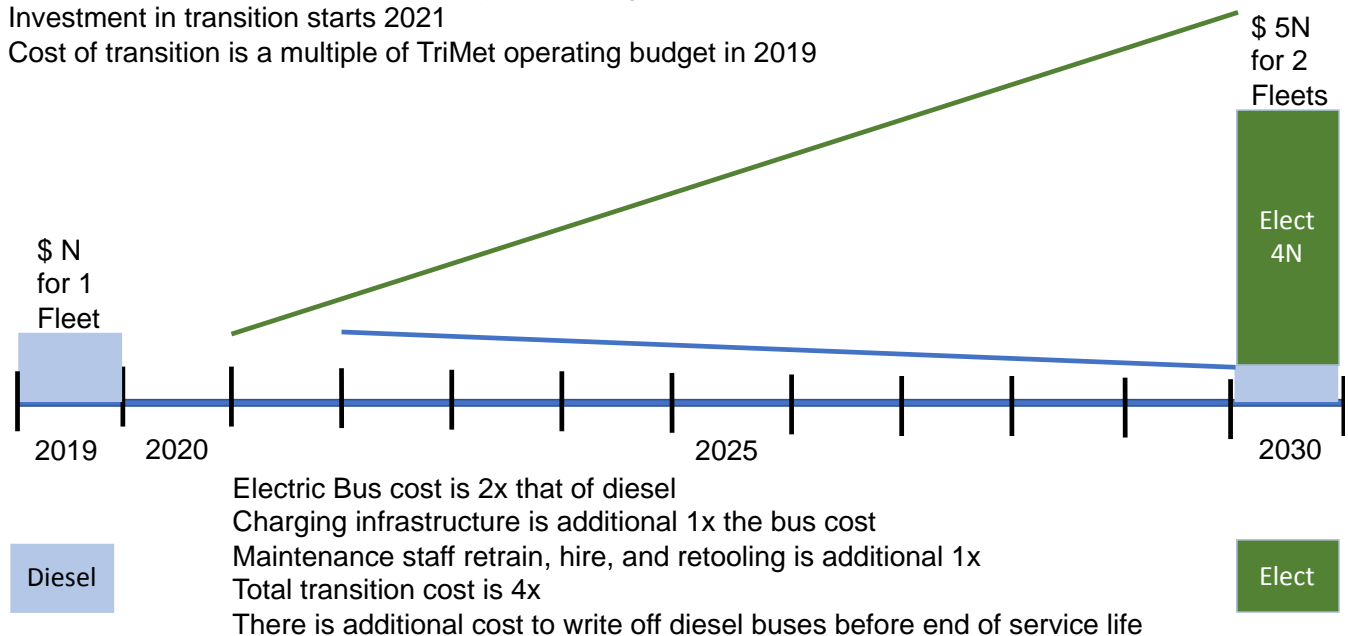
Here's what we know. Last week TriMet committed for the record to field 60-80 zero emission buses in 4 years. This is a verbal sound bite. The date certain is not certain – by 2024? By 2025? Every year of pollution from the diesel fleet is another year of deferred action on public health.

Regardless, this is only 15-20 buses per year. The need is to deploy 400 zero emission buses by 2030, which translates to 40 per year. The cost to meet any goal has not been quoted by TriMet so how can anybody put together an integrated investment plan? This is needed for funding requests.

To help get some serious planning on the table, considering that the cutoff for the 2020 funding measure is fast approaching, this graphic depicts generally the fleet transition cost model. This approximates a ball-park number for discussion purposes. N is the dollar cost operating budget including bus buys.

The 400 Bus Transition

- Acquire 50 Battery Electric Buses per year starting 2022
- Investment in transition starts 2021
- Cost of transition is a multiple of TriMet operating budget in 2019



Pro bono.
 Tracy Farwell, Engineers for a Sustainable Future, Action Committee
 change@esf-oregon.org



References

ODOT

<https://www.oregon.gov/ODOT/RPTD/Pages/electrification.aspx>

[Kathy Holmes](#)

Capital Program Coordinator

503-986-3410

Transit Publication

Fleet Transition Factors to Consider

<https://www.metro-magazine.com/zero-emissions/article/736092/zeb-series-four-key-considerations-for-any-zeb-fleet>

APPENDIX D

TRANSPORTATION FUNDING MEASURE ONLINE SURVEY RESULTS

Survey participants were asked to review brief descriptions and indicate how important the following types of investments are to you, your family and your community. Use the scale of 1 to 5, with 1 being not at all important and 5 being extremely important.

Safe routes to school

Survey language	English		Chinese		Spanish		Vietnamese		Total number respondents
1 - Not at all important	5.51%	90	1.96%	1	0.00%	0	11.11%	1	92
2 - Not so important	6.74%	110	1.96%	1	0.00%	0	11.11%	1	112
3 - Somewhat important	17.88%	291	1.96%	1	0.00%	0	11.11%	1	293
4 - Very important	32.58%	532	7.84%	4	0.00%	0	22.22%	2	538
5 - Extremely important	37.29%	605	86.27%	44	100.00%	1	44.44%	4	654
	Answered	1,633	Answered	51	Answered	1	Answered	9	1689

Safety hot spots

Survey language	English		Chinese		Spanish		Vietnamese		Total number respondents
1 - Not at all important	2.58%	42	1.96%	1	0.00%	0	25.00%	2	45
2 - Not so important	4.06%	66	1.96%	1	0.00%	0	0.00%	0	67
3 - Somewhat important	16.62%	270	0.00%	0	0.00%	0	0.00%	0	270
4 - Very important	34.71%	562	3.92%	2	0.00%	0	37.50%	3	567
5 - Extremely important	42.03%	680	92.16%	47	100.00%	1	37.50%	3	731
	Answered	1,625	Answered	51	Answered	1	Answered	8	1680
	Skipped	19	Skipped	0	Skipped	0	Skipped	1	20

Regional walking and biking connections

Survey language	English		Chinese		Spanish		Vietnamese		Total number respondents
1 - Not at all important	12.12%	197	0.00%	0	0.00%	0	50.00%	4	201
2 - Not so important	9.91%	161	2.00%	1	0.00%	0	12.50%	1	163
3 - Somewhat important	18.22%	296	12.00%	6	0.00%	0	12.50%	1	303
4 - Very important	25.97%	422	8.00%	4	0.00%	0	25.00%	2	425

5 - Extremely important	33.77%	549	78.00%	39	100.00%	1	0.00%	0	587
	59.63%		86.00%		100.00%		25.00%		
	Answered	1,625	Answered	50	Answered	1	Answered	8	1679
	Skipped	19	Skipped	1	Skipped	0	Skipped	1	21

Revitalizing main streets

Survey language	English		Chinese		Spanish		Vietnamese		Total number respondents
1 - Not at all important	9.21%	149	2.04%	1	0.00%	0	11.11%	1	151
2 - Not so important	15.82%	256	0.00%	0	0.00%	0	11.11%	1	256
3 - Somewhat important	32.45%	525	10.20%	5	0.00%	0	11.11%	1	531
4 - Very important	26.08%	422	16.33%	8	0.00%	0	11.11%	1	429
5 - Extremely important	16.44%	266	71.43%	35	100.00%	1	55.56%	5	305
	Answered	1,618	Answered	49	Answered	1	Answered	9	1672
	Skipped	26	Skipped	2	Skipped	0	Skipped	0	28

Anti-displacement strategies

Survey language	English		Chinese		Spanish		Vietnamese		Total number respondents
1 - Not at all important	15.05%	243	4.08%	2	0.00%	0	12.50%	1	246
2 - Not so important	13.56%	219	0.00%	0	0.00%	0	12.50%	1	220
3 - Somewhat important	25.20%	407	22.45%	11	0.00%	0	25.00%	2	420
4 - Very important	21.80%	352	22.45%	11	0.00%	0	25.00%	2	363
5 - Extremely important	24.40%	394	51.02%	25	100.00%	1	25.00%	2	419
	Answered	1,615	Answered	49	Answered	1	Answered	8	1668
	Skipped	29	Skipped	2	Skipped	0	Skipped	1	32

Affordable housing options

Survey language	English		Chinese		Spanish		Vietnamese		Total number respondents
1 - Not at all important	12.75%	206	4.00%	2	0.00%	0	25.00%	2	210

2 - Not so important	9.53%	154	4.00%	2	0.00%	0	0.00%	0	156
3 - Somewhat important	19.86%	321	18.00%	9	0.00%	0	12.50%	1	331
4 - Very important	23.51%	380	12.00%	6	0.00%	0	12.50%	1	386
5 - Extremely important	34.34%	555	62.00%	31	100.00%	1	50.00%	4	587
	Answered	1611	Answered	50	Answered	1	Answered	8	1670
	Skipped	28	Skipped	1	Skipped	0	Skipped	1	30

Growth and transportation: Planning for the future

Survey language	English		Chinese		Spanish		Vietnamese		Total number respondents
1 - Not at all important	5.16%	83	3.92%	2	0.00%	0	25.00%	2	87
2 - Not so important	6.89%	111	3.92%	2	0.00%	0	12.50%	1	114
3 - Somewhat important	25.86%	416	7.84%	4	0.00%	0	12.50%	1	420
4 - Very important	34.29%	552	23.53%	12	0.00%	0	25.00%	2	564
5 - Extremely important	27.83%	448	60.78%	31	100.00%	1	25.00%	2	480
	Answered	1,610	Answered	51	Answered	1	Answered	8	1665
	Skipped	34	Skipped	0	Skipped	0	Skipped	1	35

Better Bus

Survey language	English		Chinese		Spanish		Vietnamese		Total number respondents
1 - Not at all important	11.74%	190	0.00%	0	0.00%	0	37.50%	3	193
2 - Not so important	9.64%	156	6.00%	3	0.00%	0	12.50%	1	160
3 - Somewhat important	20.20%	327	6.00%	3	0.00%	0	12.50%	1	330
4 - Very important	26.00%	421	20.00%	10	0.00%	0	25.00%	2	432
5 - Extremely important	32.43%	525	68.00%	34	100.00%	1	12.50%	1	558
	Answered	1,619	Answered	50	Answered	1	Answered	8	1673
	Skipped	25	Skipped	1	Skipped	0	Skipped	1	27

Electric Bus

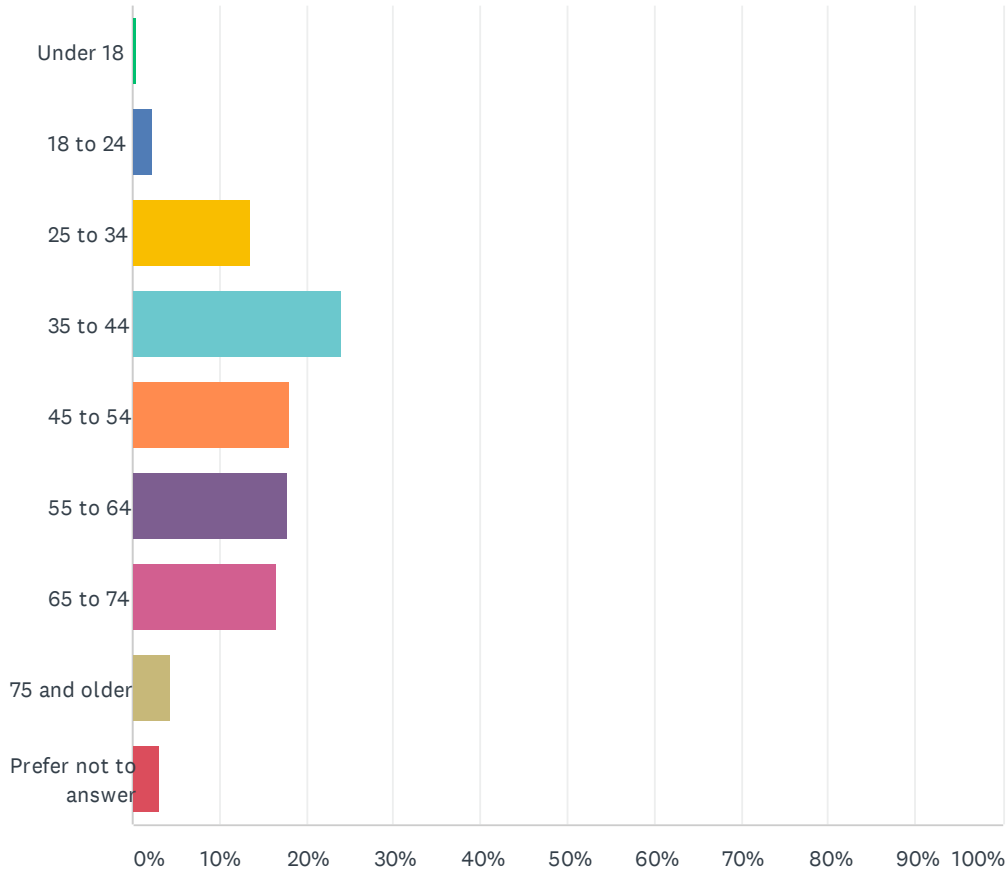
Survey language	English		Chinese		Spanish		Vietnamese		Total number respondents	
	1 - Not at all important	13.73%	223	1.96%	1	0.00%	0	22.22%	2	226
2 - Not so important	10.90%	177	5.88%	3	0.00%	0	11.11%	1	181	
3 - Somewhat important	20.14%	327	3.92%	2	0.00%	0	33.33%	3	330	
4 - Very important	22.97%	373	13.73%	7	0.00%	0	11.11%	1	380	
5 - Extremely important	32.27%	524	74.51%	38	100.00%	1	22.22%	2	563	
	Answered	1,624	Answered	51	Answered	1	Answered	9	1680	
	Skipped	20	Skipped	0	Skipped	0	Skipped	0	20	

Affordable fares for students

Survey language	English		Chinese		Spanish		Vietnamese		Total number respondents	
	1 - Not at all important	8.20%	133	1.96%	1	0.00%	0	0.00%	0	134
2 - Not so important	10.05%	163	0.00%	0	0.00%	0	0.00%	0	163	
3 - Somewhat important	25.22%	409	3.92%	2	0.00%	0	22.22%	2	413	
4 - Very important	26.76%	434	11.76%	6	0.00%	0	33.33%	3	442	
5 - Extremely important	29.78%	483	82.35%	42	100.00%	1	44.44%	4	526	
	Answered	1617	Answered	51	Answered	1	Answered	9	1678	
	Skipped	22	Skipped	0	Skipped	0	Skipped	0	22	

Q13 Which of the following ranges includes your age

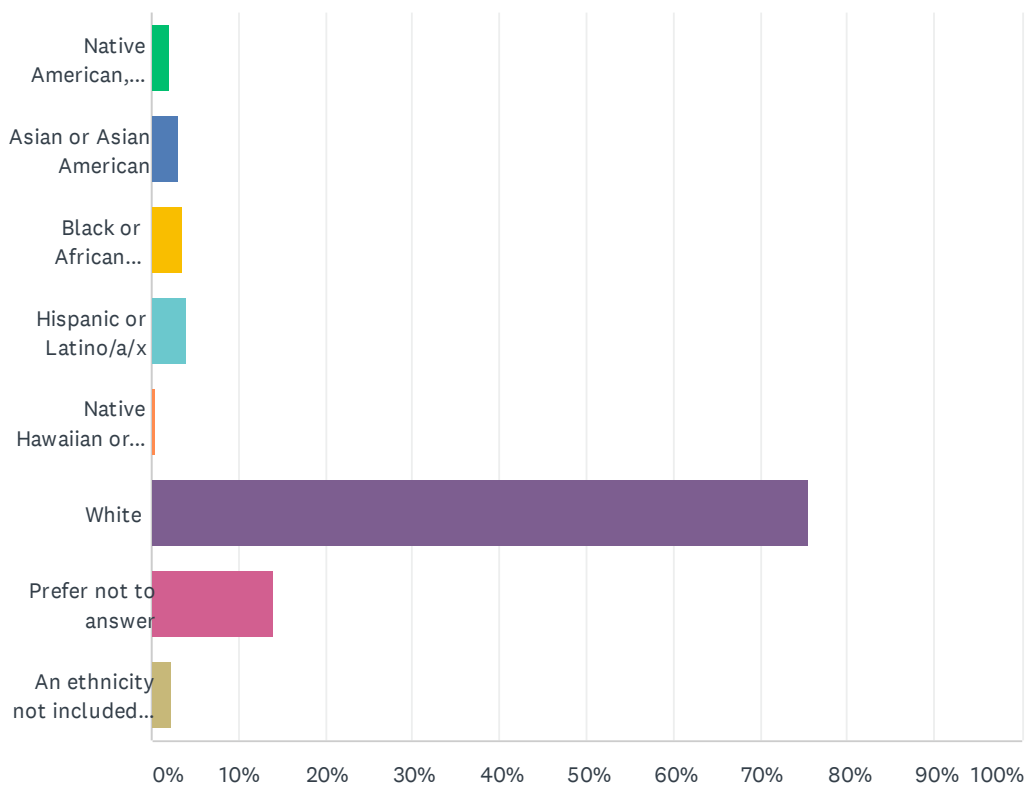
Answered: 1,536 Skipped: 108



ANSWER CHOICES	RESPONSES
Under 18	0.33% 5
18 to 24	2.28% 35
25 to 34	13.67% 210
35 to 44	23.96% 368
45 to 54	18.03% 277
55 to 64	17.84% 274
65 to 74	16.47% 253
75 and older	4.30% 66
Prefer not to answer	3.13% 48
TOTAL	1,536

Q14 Within the broad categories below, where would you place your racial or ethnic identity? (Select all that apply)

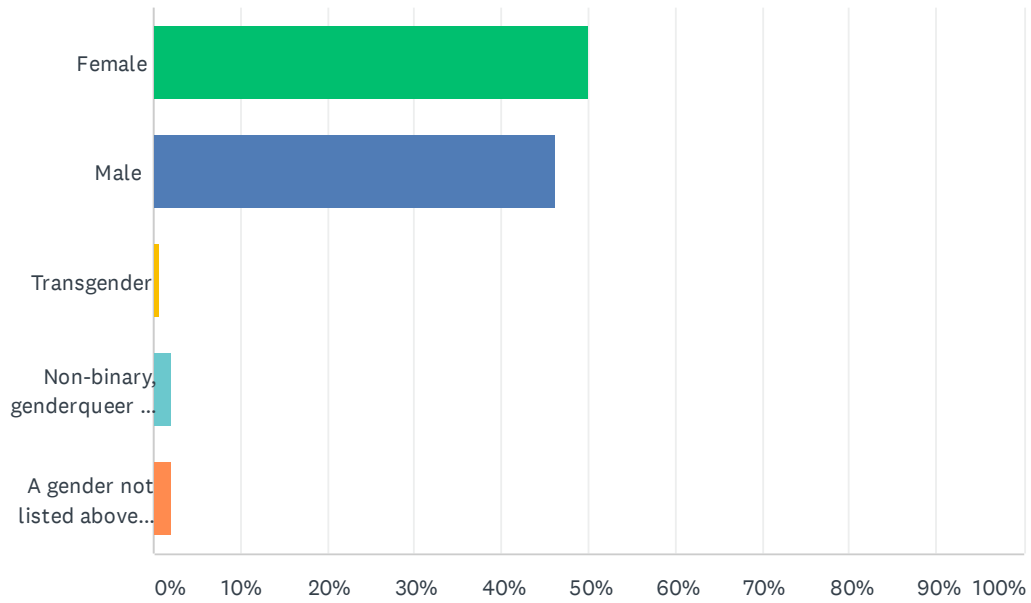
Answered: 1,527 Skipped: 117



ANSWER CHOICES	RESPONSES	
Native American, American Indian or Alaska Native	2.03%	31
Asian or Asian American	3.21%	49
Black or African American	3.54%	54
Hispanic or Latino/a/x	3.93%	60
Native Hawaiian or other Pacific Islander	0.33%	5
White	75.44%	1,152
Prefer not to answer	13.95%	213
An ethnicity not included above (please specify)	2.36%	36
Total Respondents: 1,527		

Q15 How do you identify your gender? (Select all that apply)

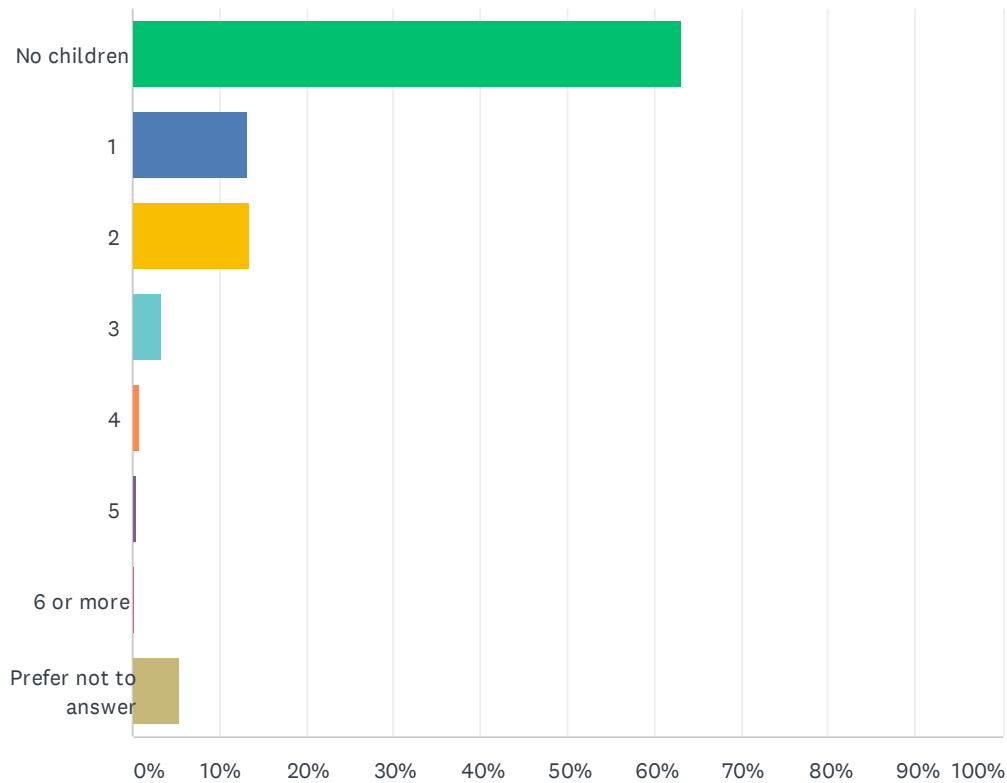
Answered: 1,504 Skipped: 140



ANSWER CHOICES	RESPONSES	
Female	49.93%	751
Male	46.28%	696
Transgender	0.73%	11
Non-binary, genderqueer or third gender	2.06%	31
A gender not listed above (please describe)	2.13%	32
Total Respondents: 1,504		

Q16 How many children under the age of 18 live in your household? (Check one)

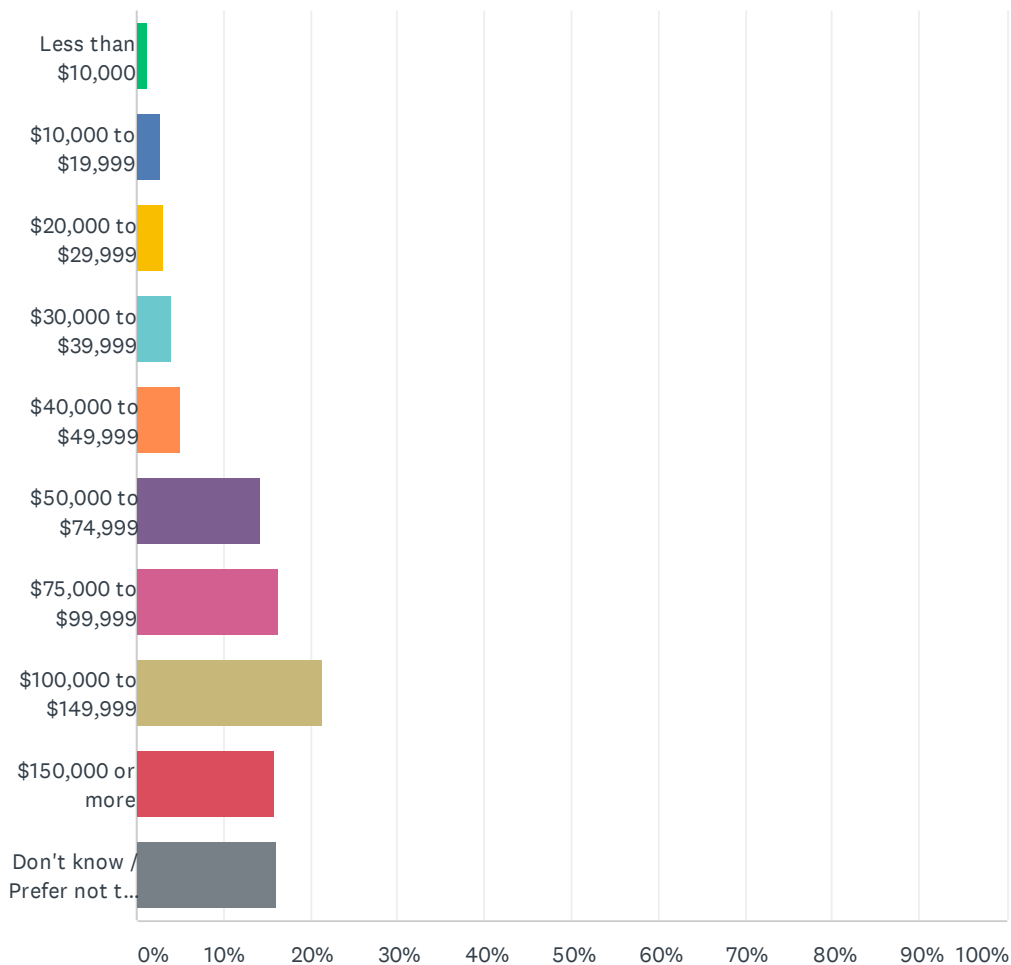
Answered: 1,526 Skipped: 118



ANSWER CHOICES	RESPONSES	
No children	63.17%	964
1	13.17%	201
2	13.43%	205
3	3.41%	52
4	0.79%	12
5	0.39%	6
6 or more	0.13%	2
Prefer not to answer	5.50%	84
TOTAL		1,526

Q17 Which of the following best represents the annual income of your household before taxes?

Answered: 1,524 Skipped: 120

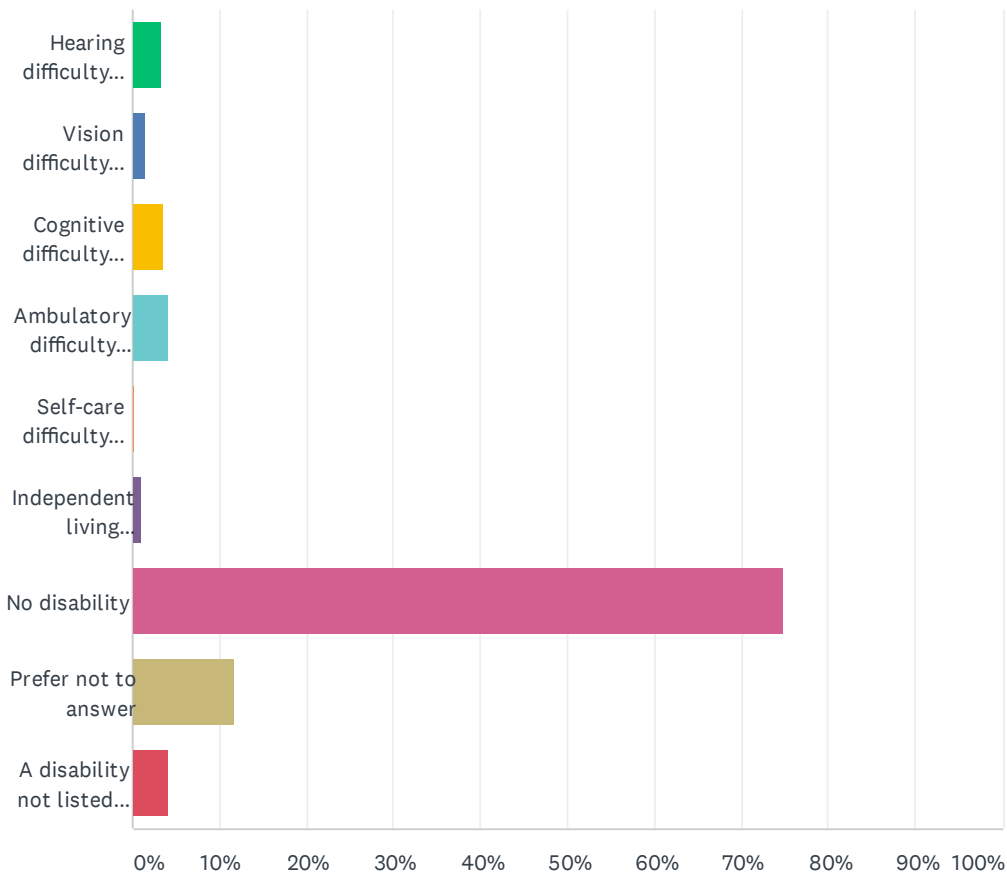


Transportation Survey: Help shape the future of your community

ANSWER CHOICES	RESPONSES	
Less than \$10,000	1.31%	20
\$10,000 to \$19,999	2.69%	41
\$20,000 to \$29,999	3.22%	49
\$30,000 to \$39,999	4.07%	62
\$40,000 to \$49,999	4.92%	75
\$50,000 to \$74,999	14.24%	217
\$75,000 to \$99,999	16.34%	249
\$100,000 to \$149,999	21.33%	325
\$150,000 or more	15.88%	242
Don't know / Prefer not to answer	16.01%	244
TOTAL		1,524

Q18 Do you live with a disability? (Select all that apply)

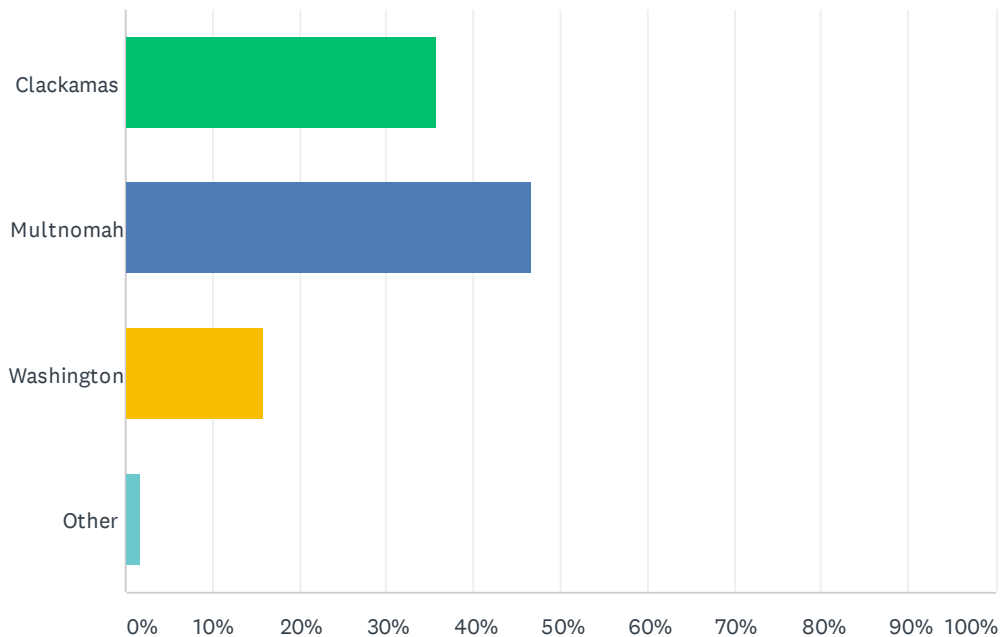
Answered: 1,469 Skipped: 175



ANSWER CHOICES	RESPONSES
Hearing difficulty (deaf or have serious difficulty hearing)	3.34% 49
Vision difficulty (blind or have serious difficulty seeing, even when wearing glasses)	1.50% 22
Cognitive difficulty (because of a physical, mental or emotional problem, have difficulty remembering, concentrating or making decisions)	3.54% 52
Ambulatory difficulty (unable to walk or having serious difficulty walking or climbing stairs)	4.15% 61
Self-care difficulty (unable to bathe or dress or having difficulty doing so)	0.27% 4
Independent living difficulty (because of a physical, mental or emotional problem, unable to do errands alone or have difficulty doing so)	0.95% 14
No disability	74.88% 1,100
Prefer not to answer	11.78% 173
A disability not listed above (please describe)	4.15% 61
Total Respondents: 1,469	

Q19 In which County do you live?

Answered: 1,530 Skipped: 114



ANSWER CHOICES	RESPONSES
Clackamas	35.69% 546
Multnomah	46.73% 715
Washington	15.88% 243
Other	1.70% 26
TOTAL	1,530

Responses in Chinese	English Translation
Survey question 11: As you rated the programs what types of things felt most important to	Survey question 11: As you rated the programs what types of things felt most important to you?
有关于学校，社区方面的会比较重视	Regarding schools, the community will pay more attention
交通安全最为重要	Transportation safety is the most important.
每个类型都有着重要作用	Each type plays an important role.
安全上学路线	Safe routes to school
行人過馬路時的安全指引。	Safety guidelines for pedestrians when crossing the road
行人過馬路時的安全指引，以及增加一些設施方便乘客等車。	Safety guidelines for pedestrians when crossing the road, and additional facilities for passengers waiting
交通	Transportation
安全出行	Travel safely
安全热点	Secure hotspot
社區服務和學校教育	Community services and school education
社區服務和學校教育	Community services and school education
安全热点，振兴主要街道，安全的上学路线	Secure hotspot, revitalization of main streets, and safe routes to school
增长交通运输，街道交通建设。	Increase transportation and street traffic construction
市内安全人行道，低价或免费市中心公交 street car	Safe sidewalks in the city, inexpensive price or free downtown buses and street car
安全热点	Secure hotspot
上学安全路线	Safe routes to school
穿越马路	Cross the road
道路安全	Road safety
学生的安全路线	Safe routes for students
交通	Transportation
散步去安全感	Feeling secure by walking
以上所说的对我来说都是重要的。	All of the above-mentioned types are important to me.
改善交通状况和行人安全	Improve traffic conditions and pedestrian safety
公共安全	Public safety
振兴主要街道	Revitalize the main streets
安全的上学路线	Safe routes to school

交通畅顺和安全	Smooth and safe transportation
道路规划改善交通	Road planning improves traffic
行人道	Sidewalks
安全热点	Secure hotspot
交通便利安全	Convenient and safe transportation
Survey Question 12: Please fill in the blank: It is most important to me that investments in transportation result in...	Survey Question 12: Please fill in the blank: It is most important to me that investments in transportation result in...
好的安全措施, 利民, 出入平安。	safely.
会减少二氧化碳。	Will reduce carbon dioxide
帮到很多人	Help a lot of people
对我来说, 最重要的是安全上学路线	The most important thing for me is safe routes to school
很好的效果。让民众享受既安全又舒适的乘车服务。	Very effectiveLet the public enjoy safe and comfortable rides.
产生带来安全生产, 使大家出行更方便更节日时间, 道路更通畅	Result in safety to production, making it easier and more festive for everyone to travel, and the roads are smoother
美好的社区环境	Wonderful community environment
便利, 便宜的车票	Convenient and inexpensive tickets
行人安全和振兴主要道路	Pedestrian safety and revitalization of main roads
安全	Safety
安全游逛于市中心, 兴旺市中心旅游及经济	Travel around the city safely, and thrive downtown tourism and economy
以减少与交通相关的交通事故, 使大家共享道路安全和容易。	To reduce traffic-related traffic accidents and make everyone share road safely and easily
公交车和校车	Bus and school bus
简约时间	Minimal time
社会向前发展的需要, 从而体现人民生活水平不断提高。水平越来越好	The need for society to move forward reflects the continuous improvement of the living standards of people.Raise the standard
很好的社会效益, 因为效率提高了, 也提高了安全系数。	Good social benefits because the efficiency has increased and the safety factor has been improved.

全	Public safety includes the safety of travel, living, and food
方便快捷, 安全可靠, 省时又省心	Convenient And fast, safe and reliable, saving time and peace of mind
开通开宽道路	Open and widen roads
安全	Safety
Q 18: A disability not listed above (please describe)	问题18 : 以上未列出的残疾 (请描述)
没有	No
没有	No
Q 20: Do you have any additional comments about the transportation funding measure or this questionnaire?	Q 20: Do you have any additional comments about the transportation funding measure or this questionnaire?

希望一些主要大街作出修理。例如八十二街路面太多坑坑洼洼的, 不好走。

Hope some major streets are engaged in repairs. For example, there are too many potholes on the 82nd Street, so it's hard to walk.

没有	No
没有	No
沒有	No
No	沒有
、没有	No
无	No
没有	No
希望减少交通事故, 使大家共享道路的更加安全, 谢谢!	Hope to reduce traffic accidents and make it safer for everyone to share the road. Thank you!
没有	No
没有	No
無	No
没有了	No more

Responses in Vietnamese	English Translation
Survey question 11: As you rated the programs what types of things felt most important to you?	Survey question 11: As you rated the programs what types of things felt most important to you?
An toàn	Safety
Giá vé rẻ cho học sinh, sinh viên	Affordable fares for students
Đảm bảo an toàn cho người đi bộ và cho học sinh.	Ensuring safety for pedestrians and students.
An toàn	Safety
Survey question 12: Please fill in the blank: It is most important to me that investments in transportation result in...	Survey question 12: Please fill in the blank: It is most important to me that investments in transportation result in...
Xin đừng cắt giảm lane đường xe hơi. Thank you!	Please do not cut down on the car lane. Thank you!
Bảo trì đường.	Road maintenance.
Đường dễ đi và bớt tai nạn, bớt kẹt xe	Accessible roads and fewer accidents, reduced traffic congestion.
Survey question 20: Do you have any additional comments about the transportation funding measure or this questionnaire?	Survey question 20: Do you have any additional comments about the transportation funding measure or this questionnaire?
Xin vui lòng đừng cắt giảm lane đường xe hơi để mở đường cho xe đạp. Thời tiết OR quanh năm mưa nên việc cắt giảm lane đường xe hơi để mở lane xe đạp là không cần thiết, rất lãng phí tiền, và làm tăng tình trạng kẹt xe.	Please do not cut down on the car lane to open roads for bicycles. It rains all year round in OR, so it is unnecessary to cut down on the car lane to open roads for bicycles. It is wasteful and will increase traffic congestion.
Không	No

As you rated the programs what types of things felt most important to you?	Please fill in the blank: It is most important to me that investments in transportation result in...
Open-Ended Response	Open-Ended Response
Transit, walking, and biking improvements	lower CO2 emissions
Bike and ped connectivity	Safe bicycle routes
Safety, affordability, and accessibility.	Safety for all.
Equity and inclusion.	environmental/racial/social justice.
Affordable Housing with access to community.	
Affordable Tri Met pricing.	Better access to community.
Good smart transportation can transform communities	Safety, efficiency, fair, innovative, enviro smart
portant	
Providing safe, affordable options for youth and students	More transportation options for all.
who do not drive.	concern for neighborhoods plus integrating nature
maintain neighborhood livability	Fewer fatalities and accidents
Safety, connection	reducing highway congestion
Congestion relief	Less congestion and more lanes for CARS
Safety at crosswalks. Traffic relief	No increase in property taxes or gas taxes
Traffic movement	
Creating connected transit, cycling, and close in	
neighborhoods so that we can drastically reduce our car	
use.	minimum 60% reduced car use across the state.
Easy access to public transportation	Efficient. Not too much spent on consultants.
Safety and ease of use.	Less traffic
Safe routes to school--- Affordable housing options	affordability - reasonable
Making public transportation easy and environmentally	
sustainable	Cleaner and smoother circulation
Better roads for cars	Better roads for cars and trucks
carbon free, people oriented programs	reduced carbon emissions and more walkable cities
Housing and buses	cost-efficient, data-driven, frequent bus service
Traffic enhancements for vehicles and safe routes to	
schools	more freeway lanes and no more light rail
Speeding up buses and better ped/bike connections to	
transit and protected bike lanes.	More and faster trips.
portant	
Safe Routes to School	safe, efficient ways to get around for all
Anything to help students and underserved.	Safe commutes for all.
Getting cars off the road, making biking and walking a	
safe and viable alternative to driving.	safe and easy biking and walking.
Affordablility and Accessibility	Equal opportunity to all.
Safer and more efficient routes for non-drivers (peds,	
bikes, transit users)	Safer, more efficient routes for non-drivers
Growth and transportation planning	Better, wider roads and less traffic
Do not dismiss cars. New housing and business success	
still needs customers to arrive from distant locations.	
Limited parking and route disruptions do not help. It also	
encroaches on the local residents livability. More	
enforcement of bike rides flaunting of the sidewalks and	
traffic rules will also help. More signage on local streets	
that are used as 'shortcuts' to bypass traffic lights and	
congestion points.	Better results
Ease for children to get to and from school.	Less gridlock on major streets.
congestion relief, safe routes, youth fares	safety
Bike and alternate transit options. Get people out of	
cars... Willingly.	Equity and reduced climate impact
equity, accessibility, safety	engaged, equitable, safer community
Affordable housing	
Improve traffic flow. Change the timing of the traffic	
lights. Sideways are great. Better lighting.	Better movement of traffic and people.
Improving Main St and including affordable housing	Increasing walkable communities
all important	filled potholes
Freeways that keep people out of neighborhoods	Freeways
More highway capacity	More highway capacity!
Free Youth and Children Pass	Accessible, Regular, Anti-Displacement, Connection

hat important Affordable housing, pedestrian/bicycle safety Focus on better bicycle alternative transportation improvements.	Improved safety Bicycle roadway integration
Safety, access, and support for lower income households Preparing for future Livable community portant Keeping my money and not paying more taxes. Limiting automobile safety for kids and pedestrians generally portant hat important ely important Better lighting in neighborhoods with high crime ely important It is important that public transportation be made more available. I also want Portland to transition away from diesel and toward electric buses. Increased bicycle usage and decreased environmental impact portant Walkways within neighborhoods to high streets. Protected bike lanes. Electric Buses Safe and sustainable mobility options Competence Not increasing my taxes!!!! hat important Focus on improvements that citizens actually use, not real estate Safety, sustainability, supporting children and young people Freeway and Arterial Lane Capacity Expansion Easier public transit to downtown's and to/from cities to reduce car use without as much inconvenience Protecting vulnerable people Columbia River Crossing Biking and walking investments Safety for pedestrians and bicyclists. Better and cleaner transit system.	Smooth routes for public transit Non-car transportation Be able to move around the city No new taxes. Encourage public transportation equity-not just racial-econ, but geographically Improved road quality for personal cars Potholes are being ignored less diesel use and express public transit travel. Fewer cars on the road and safer bicycle routes Fewer cars on road,smart efficient alternatives Safer neighborhoods Less diesel pollution and cleaner air A city that works! Not increasing my taxes!!!! A safe, smoothly functioning regional network More use of alternative modes of transportation Reduced Congestion and Improved Freeway Speed Easy public transit, ideally electric buses Helping poor people Easier flow of traffic Better flow of auto traffic Put pedestrians/bikers/transit commuters first.
all important hat important Ways for kids and adults to access mass transit safely. Traffic and safety hat important all important affordable housing and anti displacement Public input	Better alternatives to driving Less pedestrian deaths. Less traffic doing no harm to communities of color Realistic models using single use vehicles
Making transit, biking and walking the easiest, most efficient and comfortable way for people to get around. Regional walking and biking connections, anything to get more people out of cars and into active modes of transportation Overall, incentivizing non-automobile forms of transportation. Safety infrastructure ely important Pedestrian safety, improved bicycle facilities, quick reliable transit Safety Bike, pedestrian safety	reliable transit, safer walking/biking active transportation prioritized over cars ...fewer cars on the road. Mobility for all Improved transportation options for PEOPLE Safety and transportation options Share the road

<p>hat important Bus improvements, sidewalk installations. Equity, GHG emissions, convenience Not wasting taxpayer money. traffic, road maintenance, reinstated speed limits! Ability to get around on public transport easily More auto lanes</p>	<p>More accessibility across the state. equitable access and benefits. Results car and truck traffic i've bicycles! Better connection for bikes More room for autos</p>
<p>changes that will lead to decreased carbon emissions and climate justice transitions for our most vulnerable populations and then reducing public transportation costs and efficiency to get folks out of single occupancy vehicles and onto efficient public transit Personal safety for communities of color. Especially youths of color. prioritizing greatest climate benefits of transportation funding decisions Sidewalks on local arterials where the shoulders are microscopic. affordable housing, better bus service</p>	<p>decarbonization and climate justice Racial Equity. reductions in greenhouse gas emissions walk anywhere we want without risking our lives. a more livable Portland for working class people.</p>
<p>hat important Investment in sidewalks, and creating safer walking, biking, and mobility routes. School safety, faster buses School safely Most important was lack of road capacity increase anti-displacement Spreading out hours that activity is available Affordable housing and electric buses Affordable housing Addressing climate change, equity and safety Don't improve the roads - people just drive faster Expand access, frequency and try to get to zero emissions...</p>	<p>sidewalks and bike lanes faster and safer commutes More bike paths Road capacity increase to reduce congestion Reducing congestion Affordable fares and revitalized roads. Racial equity and anti-displacement policies Reduced emissions, access to city centers, safety No tax increases Sustainable, affordable options</p>
<p>hat important ely important non-polluting transportation options serving all income levels with close-in affordable housing, and providing safe walking and biking options.</p>	<p>Reduction in pollution and safe transportation.</p>
<p>hat important all important Street safety and public transportation affordability Affordable housing, anti-displacement, improved transit service reducing transit fares, increasing housing Improving efficiencies in public transit and preventing displacement</p>	<p>better safety for riders and pedestrians emissions reductions and better transit access more affordable, efficient options a more efficient and fast transportation system</p>
<p>Transit access for students and safety initiatives, including climate impact. portant mportant Prioritizing transit over cars in development and infrastructure choices is most important. Providing good, non-driving options serves everyone at all stages of life and allows folks to age in place. Creating rapid bus transit options Transit and road safety improvements Investment in equity areas, capital improvements near schools (not SRTS programs), strengthening multi-modal corridors, focusing on transportation options not capacity eliminate safety hotspots and develop ped/bike connections</p>	<p>Transit access to the needy and underprivileged. Clean air, safe streets & reduces sprawl Good and reliable public transit options Efficient drive times & not reducing speed limits! all ages&abilities walking, biking&transit automobile being the 3rd option for travel.</p>

The need for more objective survey questions. It seems that the only options are things that are very important.	Safe, reliable, transportation for ALL.
Equity, Affordability, Safety	Equity
balancing transportation improvements against negative impacts to current residents	identifiable and measurable results
Not making it more difficult (driving and parking) for cars in attempt to have alternate transportation (exbikes).	
People who already live here already drive. Meet current needs first then future needs.	Quicker traffic and commutes.
Safety	Lives saved, time saved,
Homeless , bike , electric bus	
Programs that make transit more accessible and make active transportation options (walking, bike) safer and more desirable. Center the needs of poor people, BIPOC, queer people, the elderly and disabled, the young, and our planet.	A sustainable, regenerative, equitable future
Access to busing for all, safe routes to school	Safer communities
improving roads and bottlenecks with MAX.	road infrastructures; lacking freeways
Safe streets and better connections overall	A better connected and safe city
Access of sidewalks to all, electric buses/faster bus routes.	Less idling in cars and access to public transport
SRTS, anti-displacement	Increase transit ridership.
the climate crisis needs to be the #1 issue in all considerations	less pollution & more human powered transport
Anti-displacement	access for the poor to jobs and services
Safety for pedestrians and bikers, and easier/cheaper public transportation	Safe (protected) bike lanes for my family rides
all important	
roads for outlying regions.	easier commuting
Bus transit in our town of west Linn. Seniors without cars or unable to drive can't shop for groceries. Busses please!	transit to jobs, groceries and medical.
School children safety, homelessness and anti-displacement	Equity
Getting around the Metro area. But everything listed was about helping everyone else, except commuters, those of us who pay the taxes. You bill me for TriMet services, and yet TriMet completely ignores Aloha area, purposely driving around our area even though buses etc are on the streets that drive through. You want more tax dollars but are doing nothing to reduce congestion.	reduced congestion for us who must drive to work.
Rural point to point transportation for the elderly and disabled	Rural point to point transp
Taking care of our children	Less crime
making it easy/affordable to get around	making it easy/affordable to get around
Affordable housing	Reduced congestion, and better maintained roads.
Something not on the list: transportation investments must address connectivity for fish and wildlife habitat and advance the use of cutting edge stormwater reduction strategies that impact watersheds	Fixing barriers to fish and wildlife movement
equity & affordable housing	safety for people not driving
affordable housing in extant structures.Rail not busses.	more commuter rail eg going under the river
Safety hotspots and Affordable housing options	Safer streets for pedestrians and bicyclists
portant	
portant	
Being able to safely access the bus stop. Some in Oregon City are on roads with high speeds and no sidewalk to walk on.	more service in the suburbs for new developments
ely important	
Encouraging use of mass transit to reduce traffic.	Lower opp. cost of electric buses will lower fares

Majority of population do not have lives that are reasonable to use Public Transportation with.	ALL Traffic moving more effciently.
ely important	
expand safe biking, waking, connection to transit	safer biking
access to everything starts with a space for the disabled	
for a hand cycle	include the third wheel
Pedestrian safety	
Safety measures and environmental measures: electric buses	Safety for bike riders and electric buses
Traffic safety.	Less traffic.
Safety! I love that Metro is including houselessness in this survey. It shows awareness I didnt realize they had.	
Awesome!	Safety!
better walking lanes and crosswalk notifications	walking visibility, public transportation
Looking ahead and planning for the inevitable growth of this region	Lower commute times
Please give preference to neighborhoods that have a higer number of people in poverty. Please listen to poor people and fund their ideas.	Equity.
Investments that make it safer and easier to walk, bike, and ride transit.	Less driving.
All of it! Making the roads safer for pedestrians and cyclists while adding more bus service and free fares for all students.	Fewer cars/more buses,safer travel 4 peds/cyclists
Access, safety, and efficiency.	Safe, efficient accessible options.
The need to make walking, biking and mobility devices major players in getting from place to place safely, without any interference from car traffic.	
Safety and young people	Adding trees to main streets: with room to grow. a safer, cleaner city for all.
Access for parents and students who rely on public transportation to their school and community. At West Union Elementary in Hillsboro, families living at Quatama Crossing Apartments who rely on public transit are unable to access the school.	Reduce the heavy amounts of traffic
Safety of highway 8 from Hillsboro to Cornelius- walking and bikes trails in Cornelius	
Safety improvements	Reduce deaths TV Hwy between Hillsboro & Cornelius
Making the public transit system more affordable to students and the entire community.	More people being able to afford passed
Safer bicycle lanes both in city and country roads	
Safe routes to school and fare-free public transit bus service improvements, affordability	Accomodations better access
Sidewalks in local neighborhoods that feed schools and links to existing mass transit. Investment in bus lines; less focus on MAX. It's ineffective.	repair; capacity for vehicles on highways/bridges
portant	
ely important	
All of them	Safety
alternatives to car travel	Use Regional Conservation Strategy in planning
You and elder impacts	Less congestion
portant	Inferstructure
ely important	
hat important	
creating healthy spaces for walking, biking, etc.	reduced climate change impacts.
access to ublic transportation of all types	safety and convenience
Meeting the needs of growth and resolving congestion safety	Moving cars, transit where none exist.
Safety Hot Spots	good economic and satety results
less growth and building, safety	Safer, cleaner, more efficient transportation
The concern on future emissions that are released into the air from buses.	quality of life - less construction - less growth
how much money you want to spend	lower taxes
Relevance to reversing climate change	Reduced fossil fuel use while promoting equity.

Safety, reducing pollution, make mass transit a better option. Also, do not encourage car culture.
safety of students and reaching growing areas
Fixing dangerous areas, kids safety walking to school, buses more efficient
Safer streets
Well being of our youth and elderly services.
accessible, clean air transportation, not displacing people, safe walking/biking with good lighting and crosswalks, need light rail in SW,
Safety of children, especially on their way to school
Reliability and cost.
Safety/Security

a reduction in single occupant vehicle usage.
more use by the community

increased safety
Safer streets
access and safety for youth and elderly.

clean air accessible trans.affordable housing
Benefit 2 MAJORITY of citizens not just 1s on public transit
Reliable, frequent, quicker service.
side walks

Improving roads. We cannot ignore that people are still going to use cars, sometimes public transportation adds hours to days of work, that is just not practical
Safety and anti displacement
that important
Affordable Fares but not just for students, for all low income
Transportation improvements
Things applying to children's safety.

Better roads.
improving each social class easy safely moving

an awesome transportation system in our city.
Safer, well-maintained roads and shoulders
safer streets and pro environmental choices

Increase road capabilities to meet traffic on the roads now and in the future. More bike lanes and sidewalks are useless in most areas except downtown.
More access to transit and active mobility
Accessible roads for cars
Accessibility
Safety and equity
important
Transportation
bicycle lanes, commuter traffic

Better use if the TAXPAYERS money!!
Fewer cars on the road
Only focus on transportation for cars and max
More alternatives to cars at an affordable rate
Safety and equity

Extend Max line from Hillsboro to Forest Grove

Clean, reliable public transportation; multi-modal corridors; equitable, inclusive community engagement
planning ahead before we get stuck in a bad situation.
Improving safety in areas that currently have high accident rates.
Adequate Transit Access to affordable housing
Planning for the growth that will happen and better bus and max service
that important
TriMet buses that are the legal load rated
bikes buses affordable housing
Improving and increasing number of highways
Eliminate fossil fuel consumption
Safer streets, better bike infrastructure and more walkable neighborhoods
Reducing the cost of using transit, making transit centers easily accessible, electrifying buses for improved air quality and climate reasons.
important
safe routes to school (crossing 16th and E burnside is unsafe near an elementary school!) and making busses faster so more people will ride them.
important
Every investment we're making should be viewed through a climate change lens. These are generational investments. We should not be investing in fossil fuel infrastructure like expanding highways or the boondoggle SW Corridor.
Pedestrian access and safety, complete sidewalks

moving away from autocratism!

safe and efficient travel
Boarder Transit Access

Less time stuck in traffic

buses that don't destroy our local roads
less use of cars
Remote housing while able to commute w/ less time
Eliminating fossil fuels from the fleet

A safer, less car-centric and vibrant city

Clean, low-cost, and accessible public transit.

true connections for close-in NE to SE

Modeshare conversion: cars 2 mass (public) transit
Sidewalks, better headways, and new MAX lines

Combating Climate Change! We need to create extremely walkable neighborhoods in which people can access tons of places on foot and by bike and transit!	Decreasing the % of trips taken by private auto!!
Safety and community support.	progress in the areas promised
Bike safety and reliable buses in all neighborhoods.	Safety.
Pedestrian safety and better public transportation.	Safety, accessibility.
Improvements to make traffic flow better. Plan for growth without widening. Make transit more attractive to potential riders--more frequent, faster service.	More light rail routes to increase off ridership.
Safety for kids	Better safety for kids
equality	fairness, use of renewable energy, ease of use
Planning for growth, and addressing hot spots.	Planning for growth.
I think we should just widen the freeways instead of investing in all this other stuff.	Less congestion.
Non-SOV options	Better climate outcomes
all important	
Bike infrastructure	Lower carbon emissions
Children	Safety
social justice and equity, reducing carbon emissions, increasing safety	a more just, lower carbon future.
all important	
Public safety	
anti displacement, transit not expansion.	clean energy bus, affordable transit for all
Safety, Public transportation	Safer streets
Honestly - everything felt important. As someone who walks, runs, drives, and takes the MAX daily - I think our transportation needs to be safe, it needs to be fast, it needs to be affordable, and it needs to be conscious of the community and not displace people from their homes.	Better access. Safer options for pedestrians.
Noise	Quiet buses
Trails, free student passes	Better safer traffic flow & more trails
Pedestrian quality of life and preserving pedestrians lives!	Fewer cars on the road and more non car options.
nothing	local improvements all areas not for PDX bikers
Safety, access to transit, and affordability of housing and transit.	Improve safety for all modes of transportation.
bike routes that are separated from the road	less traffic
improved roadways	improved efficiency for all roadway users
Prioritizing walking, biking, and transit for the most vulnerable road users	Fewer cars; other modes safer & more efficient
Access to get where you need to go affordably and safely	Safe options for active transportation
Creating community	Safer pedestrian routes
how transportation affects the environment and how people safely get move about.	safer transportation routes.
community input	progressive thinking
New highway	More lanes of travel
Safety	Equity
Bike infrastructure	Filling in gaps for bikes, off-road cycling
bike routes, bus lines, safety, walkability	safety for commuters and reliability
Safety	options that out-perform auto travel
portant	fewer cars on the street.
Prioritize data- governance/management	less cars, less GHG emissions
safety	appropriate changes. Don't bully neighborhoods.
Anti displacement, affordability and accessibility in new developments, safety.	new/improved developments for current residents
climate impact; safety	reduced climate impact.
portant	
Bike and pedestrian access and safety.	Increased reliability across modes.
Equity, safety, sustainability	improvement in quality of life for all
important	

anti-displacement and equitable access, improvements to transit efficiency so people will actually want to commute by transit	more people have/want access to reliable transport
Regional walking and cycling connections	A safer and more efficient transportation path.
Electric buses, housing affordability	Increased safety; lower carbon footprint
equity and transportation electrification	reductions in greenhouse gas emissions and equity
important	
Affordable housing and safe bike routes	affordable housing, safe routes for bikes
Equity and safety	Safer streets for cyclists and pedestrians
more & better transit	easier transit
bus and truck lanes	clean energy vehicles
Incorporating clean air technologies	cleaner air quality and improved traffic flow
Milwaukee downtown Trimet bus station is crap	Put a restroom at the end of the Orange line
People having access to commute in a safe manner	equal experiences for all
Those things that will result in a net decrease in GHG emissions.	a reduction in GHG emissions per capita.
electric buses given climate change	less pollution and less traffic congestion
that important	
More train service	Extending all rail lines
Reducing GHG emissions and safety for pedestrians and bikes	Reduced GHG emissions
Affordability and equity	Climate responsibility
Safety, improvement of existing infrastructure	Safety, mobility, access
Fighting climate change while enhancing community, access/equity, livability, room for nature and safety	Beat climate crisis while enhancing community
Electric buses and student fares	Less greenhouse gases. Electric buses
Transition away from cars and towards transit	Reduced carbon footprint and accessible transit
Affordable housing	Easier commutes and affordable housing for all.
Safety, environment, social justice	Cleaner air, less traffic
Accessibility for working professionals	less commute time for the most number of people
Safety for pedestrians and people on bicycles.	Safety safe for people biking and walking.
Clean energy	clean energy
important	
cost-effectiveness	cost-effective improvements
Electric buses	Reduced carbon emissions
social justice measures and environmental improvements	benefit poor & minority communities/safer for all.
Electric public transportation close to affordable housing	safe bike lanes
Moving faster on electric buses.	Reduction of our collective carbon footprint.
Safety for vulnerable road users. Improving accessibility and connectivity for walking and biking.	Reduction in carbon emissions.
very important	Less pollution and better service
Those that had an impact on every day citizens	Lower taxes
very important	
Reduction of greenhouse gas emissions through better public transit and eliminating carbon-based fuels. Safety for active modes of transportation to reduce GHG emissions by encouraging more walking and biking.	Major reductions in GHG emissions.
Clean air and safety	Greenhouse gas reduction
Anti-displacement, electric buses	More access to clean transit options
Access, safety, human=environmental health=grid stabilization by using Excess solar power	Access, safety, health
Electric buses	safety, electric buses
Accessibility and affordability	better access to public transit
safe routes to school	reduced gentrification
multi-modal transportation options	safe non-vehicular options
Making transit more affordable and accessible	Rapidly transitioning to electric buses
Affordable housing; not slowing down transportation (i.e. removing auto lanes, etc.)	Speeding up transportation and commute times
Safety related programs	Better and easier public transportation options
Ditching diesel for our air and climate	
better accessibility to walking, bikes, transportation	preparing for the future: climate change impacts

CLEAN transportation	Better service and cleaner air
electric buses and safe and affordable transportation (walking/bus) for school children	sustainable initiatives
Pedestrian and bicycle safety, respecting the natural world, i.e., not creating pathways through undeveloped areas.	encouraging transportation by foot, bike, or bus
electric buses for air quality	express buses Tigard to Beaverton to switch
clean, safe abundant transportation options	cleaner, more reliable options
safe routes for bicycles, pedestrians, and students	variety of transportation, clean energy options
youth and safety need to be priority	equitable outcomes for the region
affordable fares, electric buses, rider safety	transportation for all regardless of money
Land-banking for future affordable housing development along transit lines. Proactively acquire and preserve existing housing to prevent displacement and keep homes affordable permanently.	Permanently affordable homes w/ transit access
Decisions that address climate change must be top priority	Forward climate goals
electric buses	planning for climate change
Safety for vulnerable people - including from emissions harms, especially diesel particulates.	safer non-drive-alone transportation
Safety	Clean, safe commutes
The items that affect how people live - cleaner air, easier transportation, better housing	Safety - on all levels
Doing everything possible to cut down on fuel exhaust	Safety & low cost
Safety	Safer transit, easier for more people to access
Safety and accessibility of public transit	
ely important	
safety, anti-displacement, and moving to electric vehicles (reducing carbon emissions)	safe, equitable, environmentally friendly options
access to mass transit for everyone	having better options on mass transit than cars
Affordable Housing, Safe roads, affordable tuition	safe and drivable roads/routes
Safety for pedestrians and cyclists.	Free public transit.
Programs that emphasize safety and city wide accessibility for those most impacted by historically racist and disenfranchising policies.	Access 4all with safe reliable AFFORDABLE options.
Walkability and Safety	Dedicated bus lanes!
Ability to expand the system for all the new and future growth.	less congestion, and a more reliable system
Safe routes to school and work for bicyclists and pedestrians	zero traffic fatalities
Affordable Housing and Fixing the roads.	better roads
Road Planning	More and maintained roads
hat important	
safe, affordable options for youth to access public transit and bike lanes	a decrease in focus on solitary drivers
Fwy traffic jam by expand Educat bike rider rules	Pullouts for bus Sidewalks for student walkers
Electric bus, direct walking or biking routes from different parts of the city to the city center	increased access to mobility WITHOUT displacement
Sidewalks, and Affordable Housing	
Anti-displacement and community stabilization	Anti-displacement funding ALONGSIDE improvements
ALONGSIDE improvements in transit AND the built environment	Safe to the resident and attract tourists
Affordable Housing and Safe transportation flow	Better transit and less congestion.
Livability and reliable transportation.	No new taxes.
None in particular - fix the roads/pot holes first.	
hat important	
Making sure any investments we make in transportation don't further displace the region's residents	Equitable treatment of our neighbors
promoting active and public transit over driving	more reliable public transit commuting
ely important	
Things that are clearly not working now	a future I can look forward to.

Things that can't get funded elsewhere, that affected children/low income communities.
Cost

Improved safety and affordability of communities.
I live near Molalla what do you have benefit me?

affordable housing and safe and reliable transportation
ely important
hat important
better and safer access
Access to affordable housing.
Regional walking and biking connection
Protecting vulnerable community members; equitable investment across the metro area
housing affordability and mitigation of displacement
portant
Programs for youth and children and people in outer parts of the region
ely important
Providing access for students/schools and marginalized populations.
Better pedestrian access

more equity for our community.

safety
Regional equity for low-income communities.
access to green infrast. and ecosystem services

faster commutes
vulnerable communities accessibility

more access for marginalized communities.
Sharing the road opportunities

Older people & those w/ small kids ARE NOT going bus.
hat important
Affordable housing
buses
buses
advance racial equity, address climate change
Anti-displacement strategies and Affordable Housing roads
Affordable Housing near bus stops
accessibility, inclusivity, and sustainability
Bus passes for students, helping homeless
making transportation better, cheaper and safer
Enviromental sustainability and racial equity
In the middle of a housing crisis, it is critical that any investments in public transit ensure affordable housing built alongside new transit lines.
portant
mportant
Building and improving roads to handle urban growth

Drivers matter! Some simply can't use buses!

Equity for lower income people
walking paths and buses
walking paths and buses
advance racial equity, address climate change
Fares made more affordable or free
better roads, especially in urbanizing areas
Affordable Housing
equitable and community-focused outcomes.
Better transportation for our poorest
transportation efficiencies
Reduction in green house gasses

affordable housing development

Increase in roads for grown traffic capacity

See questions before RE affordability and electric buses
improving speed, access and reliability of public transit
for low income people and people who live far away from Portland where they can afford to live, safety, electric buses
mportant
Safety

Sustainability and economic for elders

better public transit less traffic & pollution

Safety improvements for VRUs.

First, balancing personal benefit with societal gain, e.g. my commute is such that I can't ride a bus (without several transfers among four service providers and who knows how many hours), but the more people walk, cycle, and ride the bus across more of the region, at least my drive would be more likely to not worsen. Second, putting money to simple powerful things known to work, the best example being improving bus service (because there can't be MAX everywhere and, because most streets are improved enough to handle cars, they can handle busses even without bus lanes -- if it's frequent, reliable, and has good enough coverage, people will ride a transit system. Other factors like comfy seating and fare reduction might be helpful but is fluff compared to basic good transit).

my traffic time stays as is / doesn't worsen

Easier to move around, less congestion	More efficient travel from place to place
pedestrian safety; affordable housing, and greening our world	a safer, greener environment
Equitable access to opportunity	Safety and environmental improvements
Making sure transit grows as development grows.	Biking is easy & people want to take transit.
portant	
mportant	Better budgeting of funds already taxed
Making public transit more efficient, faster, and thus a more attractive option than driving alone	Lower, or no, carbon emissions.
Safe routes to school and safety hot spots	Safer streets, active and public transit options
Carbon emission reduction, economic equality and opportunity	Fewer carbon emissions
safety	affordable safe transportation
Sustainability related development. Stop emitting carbon and support communities that do so.	carbon reduction. Live/work remotely communities.
Public Transit	Fewer individual cars on the roads
Safety	No new taxes
All are equally important	Access for all
reducing emissions, safety, making progress towards racial equity	reducing emissions
Safety and prioritizing access to walking/biking/transit over parking and auto access.	Limiting ROW space for cars and reducing volumes.
delete bus and train routes that have low ridership	
Safe walking	Faster commute, safe walking
ely important	
portant	
items that were not addressed by other programs: safety for cyclists and peds as a priority	safety and mobility without a car for the region
Safety of our children	A safer community
People--kids' safety and neighborhood affordability	More choice and less time
Better access and routes for mass transit	Access to public transit from West Linn
mportant	
housing, transportation growth management and education	a holistic and realistic transportation system
pedestrian connections	increased pedestrian and transit mobility
access to public transportation from further out neighborhoods, safe sidewalks	better connectivity throughout metro portland
mportant	
Things that would increase access for people who have a hard time taking public transit currently, and things that would avoid displacement of people	removal of barriers to taking public transit
Please add a bus option from Parkrose to Gateway	Reduce Traffic from Vancouver WA to Portland OR
Safety, long term planning	safer ped crossing areas w/higher visibility
affordability and access	more access to reliable public transit
Increased safety for pedestrians, cyclists, transit users.	A less car-centric Portland.
portant	
Supporting the most vulnerable in our community, those near displacement, children, and our environment for future generations.	Equitable outcomes, and better Trimet service
ely important	
Adding lanes to heavily traveled roads.	Making my commute in my car go faster.
affordable housing & hot spots	improving hot spots
ely important	
Affordability and planning for current and future capacity.	Equitable easy access across the region.
anything that mitigates climate change	reduction and mitigation of climate change
Global approach to transportation improvements in all areas	improved travel regardless of the mode used.

Safety, safety, safety. Reduction of dangerous driving through law enforcement, better road design like the roundabouts on Hy 14 in Camas and Washougal. Affordable housing along main transit corridors and not shotgunned inefficiently across the region like the atrociously lazily developed RIP does. Designing bikeways that will draw riders from the 60% "curious but concerned" segment of the population instead of spending funds to placate the bike zealots who are only concerned about the "direct" goal for bikeway design.

important
Things to benefit alternative transport
future planning to align with population movement

Safe modes, move numbers quickly, efficiently
safer streets and inclusive long term planning
less people on the roads
balanced plans

Not spending money for widening of roads for vehicles
Cleaner air options of travel
Increase roads in size and number!
Things that promoted equity and reduced emissions
waste of money for electric buses and renovating mainstreet
Expanding roads to accommodate growth
Build more car travel lanes to reduce congestion.

important
Safety
Stop decreasing lanes which cause more traffic. My commute increased by 10 to 15 mins on Glisan and Halsey street.

important
Safety at high risk locations
Stop raising taxes !!!!
marked crosswalks on busy neighborhood streets
important

Lower CO2 emissions though less SOV driving
a cleaner and safer environment
More lanes of travel for CARS!!!!!!!!!!!!!!!!!!!!!!
Better climate outcomes

Better traffic flow
Tax bicycles. Everyone must pay their fair share.

safe, efficient movement, all modes

Safety, sidewalks, and bike lanes
Stop raising taxes !!!!
fewer deaths

Programs to stop displacement of low income residents.
Sustainability
that important
Sidewalks, lighting
More focus on walkability and public transportation
Accessible transportation across the region. Safe roads for all users. Equity.
Reliable trains. No homeless on public transit.
that important
Safety and affordability for youth
Better and more frequent bus service and improved sidewalks to make getting to bus stops easier.
more reliable buses and more bus-only lanes
cross-town options & willamette river
Less waste. Safety.
Keeping rift raft dangerous meth heads off the bus
Traffic
cars were completely neglected in the survey
safety on buses and affordable fares
Anything that avoids deaths in the transportation system.
Controlling my rage that you sneak a housing displacement and street business improvement questions in this transportation survey! Of course everyone WANTS students to get to school safely, but didn't you get \$130million from the feds to do exactly that? <https://www.oregonmetro.gov/news/talks-continue-130-million-transportation-money> where'd that go? And - it doesn't cost to put a student in an empty seat!

All operating later or all night.
Better traffic flow, less pollution.
Better roads
Disincentivizing car use
comprehensive safe inclusive transit and community
No more homeless or stinky people.

Safe communities
More people walking, using transit or biking
zero deaths and serious injuries.
hauling more people/ cargo add westside sidewalks
More taxes.

Not sky high taxes
congestion relief for those who must rely on cars
cheaper fares & great connecting bus routes

Zero deaths in the transportation system.

equitable dist of funds by contribution, low taxes

Safety improvements ely important	safer communities with more travel options.
Safe walking paths and paved streets in in neighborhoods and communities in lower income parts of town. People who have been displaced from areas where housing costs have risen, should have the same safe access to transportation, parks and food, and the same walkable neighborhoods that were in their old neighborhoods that they were displaced from.	Safer and more liveable communities.
Anything that will make people bike, walk, or take transit more often. Safety improvements, encouraging behavior in younger people (that they may continue throughout their lives) and reduced fares support that.	Fewer single passenger car trips.
Accessibility for all residents getting my kids to school and me to work -efficiently and safely. getting around town efficiently.	trans that is efficient/reliable/accessible to all improved transportation options, access, safety
hat important	
Affordable housing and community connection	thriving communities
Metro is a waste of money	Bigger roads
Electric buses, student accessibility, more routes	
Increased safety, especially for kids, improved public transportation with reduced carbon emissions.	Improved public transport,less carbon emissions.
addressing climate change, making it safe to walk and bike, making transit affordable, accessible, and convenient	greenhouse gas reductions, safety, and equity
Options for students as well as transportation interconnection between regions	Safety and efficiency
Safety is the first most important thing in my opinion, especially for kids	fewer injuries and deaths from traffic accidents.
Safety and clearing up traffic	Less traffic
Environment and youth	environmentally friendly outcomes
lessening cars on the roads	more mass, ped, and bike
Safety on the public transit system. More transit.	Safety and decreasing congestion.
Reducing my property taxes! They are outrageous, and I'm tired of paying government entities that frivouly waste tax payer funds.	smart and economically sound decisions!
private vehicles should get last-class instead of first-class prioritization	fewer cars on the road
Justice and safety	justice and safety for all.
Better, faster, cleaner public transportation	Less traffic,access to areas outside of Portland
Affordable housing, impact of gentrification	Livable communities, variety of transport
pedestrian access, safety and more options	more transportation options and pedestrian access
Improved general safety for all mods.	a safer and more accessible transportation system
Safety	Safety
ely important	
Items that improved mobility for the greatest number of people.	Tangible reductions in congestion/travel times.
portant	
Safety; walking, biking, bus; maintenance of existing infrastructure over new or bigger roads	healthy, low-carbon mobility for more of us
Revitalizing main streets	The road being fixed !!
hat important	
mportant	
SAFETY and accommodating students and senior citizens	safe transport for senior citizens & students
There is a lack of focus on improving traffic flow it should be a top issue.	Better traffic flow.
portant	
Improved facilities near schools and business districts and bus rapid transit elements	improved traffic flow and transit reliability
Things that resolve traffic problems and pedestrian safety	Decreases in the number of cars on the road

quality roads, lighting, and safety	public safety
None. You are shafting people in car dependent areas who pay your bonds	Ability to move freely to work/shop timely
portant	
Bus access	More people on public transportation
mportant	
equity, safety, affordable housing, anti-displacement	equitable outcomes for marginalized communities
portant	
safer interactions between different user groups	safer, and shorter commute times.
Things that assist my car, which is needed to get BIG purchases to my home. I bus cannot, a bike cannot get the things I want to buy to my home. STOP TAKING THE STREETS AND PARKING SPOTS AWAY!	NOT TAKING AWAY ANY MORE CAR LANES!
We need more roads.	Less time in traffic more time with families.
nt	
Make transit & other choices reliable + convenient across the region!	more real choices, esp 4 who can't afford car
Housing issues in the metro area	Big impact on traffic congestion in metro area
Revitalizing main streets and neighborhoods	Keep my community safe and less congested
ely important	
Equity	Equitable outcomes
portant	
moving toward a pedestrian/biking circulation system in central areas of city	Equity and best use of public assets
Affordability and open access	Emphasis on low income benefits.
Safely	We need safer cross walks..
pedestrian safety and environmental concerns	safety, equity, and environmental protection
making roads safer for bikers and pedestrians and making public transportation an appealing and well-functioning system	
lack of view into making provision for autos. People aren't giving up their cars.	reduced climate change impact
	safer roads for bicyclists and pedestrians
Clean, affordable, and ubiquitous transportation options	no more funding targeted at cars
Projects that improve safe travel and reduce congestion	Meaningful projects delivered efficiently.
long term planning for auto routes and roads	sensible responsible spending
accessibility, supporting those that have been under-served, better service	Increased use of public transportation.
Increasing safety, choices and capacity.	focus on reducing road gridlock
Equity, Affordable Housing,	Equity - Society betterment from the bottom up
Increased transportation options for a growing metro region	More reliable transportation options
Fix the freeways and stop devoting so much money to bike lanes	See above
portant	
It depends the region served and must be balanced	cannot be put into 50 characters
Safety improvements & planning for future growth	A measured level of improvement
Safety improvements for bikes, pedestrians, and transit.	
Improving connections to existing trails and transit. And lastly making bus service faster and cleaner with an electric fleet.	increased transit ridership, biking, and walking.
Antidisplacement, affordable housing, equitable access to transit, and safe and walkable streets in all neighborhoods	a diverse affordable and accessible housing stock
Congestion, connectivity, safety	Reducing road congestion.
Affordable housing	Better roads
ely important	

Some of these questions such as the one “we should plan” is meaningless to me. Are we planning for a car-free future or full on freeway world? Cars are not our future. Maybe some places, but our economic, quality of life, etc. depends on fewer cars, not more. It’s the principals that matter. Don’t be like the OR highway dept and play likes it’s 1999.

Future’s not cars-50 char limit=U don’t care)

safety and ease of movement for bicycling and walking

bicycling - separate from traffic and pedestrians

all important

ely important

Increasing safety

More roads on the Westside.

Increasing vehicle road/highway capacity to out pace growth

Reduced vehicular congestion/improve drive times

building roads and adding lanes to existing roads to ease congestion

more lane miles of roads

Safety

a safe and intelligent and transportation network.

increased sidewalks, safety, and other measures near schools.

reduced driving time

ely important

Safe biking lanes and safe crossings especially around schools

safer for pedestrians, especially kids, and bikers

mitigating climate change

reduced climate impacts

Providing better alternatives to driving a SOV. Ensuring anyone who considers not driving feels safe and encouraged to explore other options.

pollution health and safety equity

Pedestrian safety, walkability for all, and reliable,

accessible, affordable transit

Active transportation that works for everyone

I feel we need to relieve congestion on key I-5 onramp and offramp areas. Also we need to prevent large semis from taking shortcuts off I-5 through towns community

bypasses such as the Newberg bypass are essential safety

Sidewalks, bike paths e-travel

Sunrise corridor completion

As usual frigh movement was left out. Access to family wage jobs not mentioned/. The reality that people have to drive because of lack of affordable housing.

Less congestion.

Changing technology and a need for education about choices

redefining how we get move about

safety, accessibility

safety

portant

consideration of cars.

Access to public transportation

easy access to transportation

walkability and affordable housing. Make Public

Transportation Free

more cars off the road

portant

Pedestrian safety and good connections to

transportation options.

Thoughtful, Long term changes that work.

Shifting the balance of public programs to more impactfully address less-privileged Portlanders' physical, mental, social, and financial health.

Social class leveling, impacting climate outlook.

Safety, Biking, Walking, Transit

Less cars on the road

infrastructure that supports multiple modes of transportation

more travelers choosing public transportation

Creating conditions that allow every one to thrive (focusing on allowing people to stay in their current living conditions and be able to access jobs/health care/resources without having to own a car

A healthy and empowered Metro.

hat important

Less traffic congestion; more lanes; less gridlock

Safety, congestion prevention, environment, equality

Safe and reliable public transportation

Level the playing field by reducing the primacy of automobiles in the system.

Level playing field for all incl buses and bikes.

New transportation options, which were not included in the survey.

Effective, useable transportation.

portant	
Not raising my taxes	Not raising my taxes
Making it easier to get around without a car.	Fewer cars on the roads.
Safety and equity	Safer travel for non-drivers
Infrastructure enhancement over subsidized programs.	Traffic specific enhancements. Freeway.
Transportation safety and affordability.	People feeling safer taking transit.
"Green" projects that get us where we need to go	Lower fares and better service
True lowering of carbon footprint and what lies in	
development of a real public transport network alike	Developing public transportation network
those in Europe or japan	Better roadways for cars.
School Safety, better roadways, improved traffic flow,	
Security on the Max and good enforcement of the laws	Improving the system. Making it faster and safer
Providing safety for the growth of population in the area	Transportation infrastructure to match pop growth
Bikeways	Efficiency
Equity, sustainability, safety	Sustainability
Roads safety in growing unincorporated areas where	
roads are congested due larger population. Adding	
lighting, sidewalks & crosswa6	Less traffic congestion & more crosswalks
portant	
Traffic and safety improvements	More roads for drivers to use.
Safer ways of transportation.	Safer and greener options
Keeping people connected affordably	Zero emissions options
hat important	
Providing more clean, reliable and safe modes of public	
transportation	less cars on the road
Multi modal roads and anti-displacement strategies	not everyone driving
Reducing greenhouse gases.	Less pollution, noice and air.
Increasing safety... both by improving/connecting	
bike/walk corridors and upgrading areas prone to many	
auto accidents	Safer travel for cars, bikes, & pedestrians
Ways for cars to get where they need to go.	Less traffic jams.
None in particular - fix the roads/pot holes first.	No new taxes.
hat important	
ely important	
Bus stops moved to crosswalks. Electric busses.	Fewer pedestrian/mv accidents. Less pollution.
Fixing our current infrastructure	MORE LANES
Additional (maybe even dedicated) biking infrastructure	
to help take pressure off of roadways	Improved commuting by bicycle and car
hat important	More investment in freeways and car transportation
nt	
safety and accessibility	efficient travel
hat important	
Bus improvement and Redesign of high risk corridors	Transit equity
Safety	safe roads
mportant	
hat important	
safety of vulnerable road users (especially school-aged	
children), and better, faster buses	pedestrian safety and fast, reliable buses
Street improvements for cars and cheap fare for	
students.	
all important	
hat important	
Better transit	An increase in ridership/accessibility
hat important	expanded lightrail access
ely important	
Road maintenance and congestion relief	Congestion relief
keeping housing affordable & keeping public trans	
affordable	more people on public transportation not in cars

safety for cycling, walking, bus routes for faster service	safe routes
all the things that encourage people to stop driving	Safest and fastest movement of all modes of travel.
Safe and fast modes of transportation	
that important	
Improvements for walking. Slowing traffic roads.	North-South bus routes on the East side.
Safety for young kids and seniors near streets and intersections	actual increase and sustained ridership
important	
affordable housing, cheaper fares	cheaper fares affordable housing
On the ground transportation safety improvements at regional scale	More choices to ride convenient transit and walk
important	
Road infrastructure in communities that are expanding	Getting from A to B with minimal interruptions
important	
TRi met and Metro will waste whatever money they are given I say close down all public transportation if it doesn't pay for itself and create a profit to pay down the PERS Debt	a profit and less taxes for us all
Next generation accessibility; creating a habit of public transit	transportation efficiency that reduces env. impact
that important	
make it easier to get around any place in the Portland area	safe and reliable transportation
Keeping existing infrastructure functioning.	NOT messing up car traffic for alternatives.
more emphasis on roads, cars.	people use cars--take care of them. potholes
transit connections and affordability (better buses, housing, etc)	less CO2 & a more livable region for all.
Fixing the roads	Fixing the roads
climate change impact	equity
that important	
Investing in roads, highway expansion	Investing in roads; highway expansion
Bus efficiency, bike lanes, and safe routes to school	Less driving.
Affordability; in other words, real access!	Greater affordability.
Less congestion on highways, safety for all	Cost effective, safe movement of All
Expanding bus service & speed via BRT/ signal priority/ bus lanes; Expanding rail and planning for Max tunnel; Electrifying buses asap; Prioritizing ped/ bike safety improvements.	Big expansion of TRANSIT; much faster transit.
Safety for kids	Good planning
Anything involving sidewalks, crosswalks, transit, and secondarily biking.	Reduced GHG emissions and shifting away from cars
very important	
better access to transit	better quality of life
Pedestrian (including students) safety; non-displacement efforts	Increased ridership; low impact on affected areas
Safety, equity, and making the system more convenient to encourage ridership.	Increasing convenience throughout the region.
Not concentrating efforts in Portland.	Seniors and disabled people getting around..
Getting basic transportation services in place affordably	meeting travel demand while reducing CO2
Planning for future traffic trouble spots.	Dangerous intersections.
Better, wider roads and surfaces.	Better roads for cars and safer school zones.
None - Fix roads and pot holes.	No new taxes.
Spending money in Clackamas County	more roads, more lanes
The ability for people who work in areas they can't afford to live in to be able to DRIVE and park their cars. Public transit is an unrealistic option for those who have to make it to 2 jobs, pick kids up from schools, attend activities and run errands, every. single. day. More free parking, more car lanes, less gridlock, fewer bikes and busses in auto lanes is what victims of gentrification need.	More parking. Less gridlock.

Safe walking, biking, riding transit, and driving
hat important
Safety for pedestrians and cyclists. Convenience for bus
riders.
None
portant
Bike ped access and safety
Safe hot spot, route for school and better bus.
portant
Children safety and reducing greenhouse gases
More human-powered transportation options.
Ways for all of us to get around that don't rely
on/incentivize people using cars and that incentivize
earth-, people-, and animal-friendly transportation
(bikes, walking, public transit, etc.). It's also important
that these transformations don't price out folks.
Providing better multi-model transportation options;
safe and affordable transportation to students.
carbon foot print, safety
Need more capacity!
Building a sustainable and safe structure for public
transport and bikes that will be nimble enough to be
adjusted for future needs without much disruption to
current service
Road safety, Housing Affordability
Safety hot spots
More electronic busses maybe invest in hydrogen
technologies as well
Putting people first, less emphasis on cars and more on
safe places for walking, biking, transit.
Cars are still a reality to most, especially those with
physical limitations. Don't invest in solutions that
decrease the convenience of driving.
Bus service, biking and walking infrastructure, affordable
housing near transit.
Lack of focus on I5 and I205. YOU allow the building but
do NOT provide the infrastrucuter to deal with it...
Frequency of service, access to service, safety

Make public transport more attractive so more people
use it (schedules, routes) and more eco-friendly.
mportant
accessibility, cost, safety
Safe streets for pedestrians and bikes.
Traffic safety, better late night transit service
hat important
Make TRIMET viable choice for our youth.
Reducing carbon
Ensuring safety hotspots are resolved and safety for
riders is most important.
Safety improvements
Everything that was mentioned from affordability to
safety as well as quicker transit
Everything that was mentioned such as safety,
affordability, and faster transit for all
portant
Environmental

ely important
ely important
All of these things are important, it is difficult to make
adequate decisions.
MORE mass transit. LESS traffic.
public transit and bike paths

ability for everyone to travel safely.
Increased use of human powered or mass transit
Keeping 55+ folks in their homes
More people using mass transit
Safe routes
Safe hot spot.
Safe and fair transportation for all.
Improved water quality
safe, thriving, eco-friendly communities
visible results
safe & efficient & non-single rider car trips
Less congestion
Reliable and sustainable transportation options.
Less highway congestion, improved city road safety
fewer traffic accidents
Mass transit opportunities for outer areas
Safer and easier ways to get around without a car.
Better access for cars too
Safe areas to use transportation options.
Improving I5 and I205 Interstates; More lanes
Encouraging public transit vs personal cars
More people using it
NewRoads/Lanes.NoCuts toCarCapacity/thoroughfares
greater availabilty for all
People friendly designs.
more connections and later service
Increased use of less polluting forms of transit
Using less fossil fuel
continued safety and neighborhood connections.
Less congestion
Improve transit in needy communities
Improve trans. in communities in need
Good access for people with disabilities
Affordable
A safe and healthy environment.
More efficient and quicker transit system.
better public transit and bike paths

environmental impact and housing affordability
Safety for pedestrians of all ages; affordability
Better bus infrastructure

more widely-used public transportation
Freedom of movement for the most people
Safer for bikes, convenient travel by bus

Improving our freeways!! Many, many people feel public transportation isn't an option for them for many different reasons! People want the option to drive cars and others want to use public transit. Improve BOTH so ppl have options. It shouldn't be a one option (public transit) fits all solution!!! Ppl want to drive their cars! It is not convenient to take my 3 kids on the Max to run errands or to for appointments, especially when we'd have to walk at times a mile or more to reach our destination from the closest Max or bus stop.

Safety related improvements

Need more lanes on the freeways and quit reducing lanes for bikes and pedestrians traffic has gotten very bad

None. Fix the existing infrastructure

ely important

Stop the war on cars. Not everyone can use buses or bikes.

Repairing the roads for the vehicel trafic ALL vehicel trafic.

Environment, safety, equity

Infrastructure

Efficiency and safety.

Improved bus transit & housing for low income near bus stops

hat important

Immediate safety, affordability to low income residents, climate change

Expanding our pathetic freeway system!
Equitable allocation across communities

More capacity for the amount of traffic
Improvement of existing roads.

Widen roads. Move bikes off of major roads.

More security and fair inspectors

lower carbon footprint; accessibility for all
A vibrant, well-functioning community.

Safety

Equity for poor and working class families

Get these programs into the hands of local government
ely important

Encouraging people to use mass transportation

None are street are in desperate need of repair.

portant

Making it convinient for users to get out of their cars for all or part of their journey

Affordability and access

portant

Safety for drivers, walkers and cyclists

Reducing auto travel and GHG emissions, and providing safe facilities on major streets to walk, curb-protected bike lanes on major streets, and bus-only lanes to speed transit. Light rail, too, but only if it DOES take away an auto travel lane. Do not widen Barbur to add LRT. Just take away one car lane.

hat important

Reducing accidents, not constricting roads like the recent NE Glisan disaster

hat important

No new taxes should be proposed until reviews of previous programs have been done with those programs that are not meeting goals unfunded. Also, no new infrastructure should be put in place unless a life cycle replacement fund is established.

ely important

Reviewing current programs and defunding ineffective strategies towards new programs

Increase road capacity.

Carbon reduction

Repairs and maintenance of existing streets

Planning needs parking to catch public trans
Safe and affordable access

Safety improvements for all

Reduction in GHG, VMT/person. No added aux. lanes.

Safer streets and keeping traffic moving.
Smoother traffic flows for cars.

Increase safety on Max, reduce traffic congestion

Sustainability without increasing taxes

Helping people in more disadvantaged communities gain more access to transportation. More crosswalks that are controlled by lights that can be controlled by pedestrians.	More transit to lesser served communities.
Once again you've created a survey that omits cars Safety, improve the bus prigram, restore routes reducing impact on climate, maintaining affordable housing	Increased safety and shorter travel times
better bus service westside	clean environment, and community access
all important	mass transit
That you don't really listen to the citizens of Portland. It's all about the money.	more car lanes. fix roads, potholes re-pave etc
Metro is completely overreaching constantly	CARS along with other modes.
Options that reduce homelessness #1, options that get people out of their cars - a VERY close #2	More investment in roads and automobile travel
portant	Lower homelessness, lower greenhouse gases
Increasing transportation options.	Affordable accessibility for all.
Revitalizing main streets	Electric buses
Things that are "doable."	Ways to entice people out of their cars.
Student safety to and from school	Better bike lanes and cleaning bike lanes.
Public transportation & Congestion relief	Lowered congestion
portant	
portant	
portant	
Improving current infrastructure that supports the needs of the trade laborers. Impossible to carry necessary tools on the bus.	Positive results and within budget.
Making public transit more accessible to everyone	easier driving and don't drive up more taxes
None - Fix roads and pot holes.	No new taxes.
ely important	
Express bus service from clackamas town center to tualatin Wes with a few stops along the way. Other express lines not running through pdx city center. Less max more buses andbus lanes	Build more bus routes that follow the freeways
Keeping the community affordable and accessible	Safe and enjoyable public transport, job creation.
None - fix roads and pot holes.	No new taxes.
hat important	
Reducing VMT	greenhouse gas emissions reductions
Things that actually improve flow versus things that just "feel good"	Making it FASTER to transit to the city
What I feel was most important was not on the list - better roads	More and better freeways and roads.
Safety, equity, realistic planning	Access to public transp for those who most need it
sidewalks and more bus access in oregon city	safety and access
safety	reliable safe transportation
More and better transportation is made available and maintained.	More and better transportation is maintained.
Making housing affordable and accessible for transit	Reducing the impact we have on the environment
improved vehicle transportation (auto, bus) and safety.	a rent-affordable metro w/safe trans. connections
ely important	
hat important	
Safety Hot Spots and Growth and Transportation planning	Traffic congestion relief projects, not tolls.
Equitable and accessible transportation options.	
Commute times for poor people and people of color equal to communities with private. Make transit more appealing and driving less appealing.	Equity and reliability
Connectivity - highways, bikeways, paths, biodiversity, not mutually exclusive	
None of them.	Wider freeways! Wider freeways! Wider freeways!
Public transport access with reasonable inter connections	Access to multiple modes of transport
mportant	

Involving community in road planning; not building/expanding growth into areas unable to support it	bikers paying for their lanes, mass transit usage
Road improvements	Lower taxes.
students, schools, efficiency	less traffic congestion and air pollution
that important	
Tax increase fears	Road improvements for CARS. Not for bikes
Making human powered transportation safe! Climate change and air pollution mitigation	Safe bicycle transportation via protected lanes.
I feel that metro needs to be dealing with roads and not spending all this money on trimet.	
Keeping our taxes low & not hitting on property owners	4 way stops and signals. Less busing
Preventing accidents and deaths.	Less pollution and better for environment.
More effective public transportation options!!	less carbon emissions through effective options.
ely important	
Taking care of kids, disabled, and the underdeveloped neighborhoods	safer streets for everyone.
Access to town centers	Reduction in auto usage
Affordability, increasing ease of use, safety	Results
Consideration for the environment and also for the economic health of neighborhoods	More people choosing public transit over driving
Better traffic flow that does not penalize auto traffic	Improve streets to move motor vehicle.
portant	
Equitable access to buses, biking and walking routes for those most in need	More access to biking, busing and walking.
ely important	
increasing attractiveness of transportation modes other than driving cars: safety, convenience, maintenance.	access to work, school, food and medicine.
Transit reliability and capacity. Maybe we should be looking at Bus Rapid Transit to Tigard and not Light Rail.	
We need many more rapid bus systems. We need strategic road capacity improvements as well. Also not mentioned here is additional seismic resiliency which should be a regional priority.	Safety, reliability, frequency.
Safety, including lowering air pollution	A healthy future city, high density, low pollution
Moving people to/from home to gathering and commerce centers better	Less conflict between modes of transportation
Safe routes, connected paths, affordable housing	Whole communities having equitable access
safe walk/bike, electric bus	safe walk/bike, electric bus
No ?s Hwys. Bcrat's agenda big. Taxprs, commutrs not.	less traffic, less light rail, more buses, less \$.
livability	keep people in their neighborhoods
No	Better bike path
safety, accessibility to all users, planning for the future, reducing our carbon footprint	a safer, cleaner, more accessible transport system
Fixing crappy roadways	no more max or bikes!!!
portant	
Better roads and improvements to inter estate freeway system	Better freeways
The things that take into consideration the impacts in neighborhoods and lower income residents.	increased ease to living without using a car
safety, climate and health effects	Options: reliable transit, safer walking/biking
that important	
Safety and efficiency.	Increased safety and efficiency.
safety	Plans resulting in limited tax increase.
Electric buses and more frequent service	
Easy access to the vital express transportation options such as the MAX rail lines.	Equal opportunity across all demographics
Safety and accessibility for low income families	Environmentally proactive and user safe
that important	
Making E Portland lighter/walkable/bikeable	More street lights, crosswalks, sidewalks

Safety, accessibility	More public transport at lowest cost
Crashes	No new taxes
Safety, especially for kids and young people	More sidewalks and crosswalks
Less taxes! No more light rails!!	
Transportation availability to seniors and those with disabilities.	Timely flexible construction.
Build more roads. The survey is programmed to make transit look better	Building roads not more light rail
ely important	
portant	
Pedestrian safety	Actual projects, not bureaucratic waste
Affordable housing	Expanding bus service
safety and environmental sustainability	environmental sustainability
electric, biking, safe intersections and roads.....	bus routes
safety	increased safety
ely important	
None - Fix roads and pot holes.	No new taxes.
ely important	
Projects that reduce congestion	Less congestion
NOT decreasing lanes of traffic.	NO BULB OUTS. Worst idea ever.
The most important thing to me was not listed. Ensuring faster commute times for those that drive with less congestion.	Faster commute times in cars.
Safe walking routes for pedestrians and safer biking routes	Increased safety, decreased impact on environment.
Safety	Faster routes
Updating existing infrastructure and planning for growth	No Trimet. We don't want it. Expand current roads.
Those that have the most direct nexus to reducing GHG emissions: regional bicycle connections, electric buses, and safety projects that will encourage walking and bicycling by reducing the risk associated with those activities.	
hat important	fast reductions in GHG emissions.
Not increasing my taxes ant more. Just stop it already.	Use existing funds and plan accordingly
Safety for pedestrians and students	Safety for pedestrians and students
safe routes, investments in more efficient transit	poor not burdened, rich taking the bus
None listed, not one solves the traffic problems in the state	Goods, services and commuters traffic free routes
Safe crosswalks for kids trying to get to the school bus stop	Safety for schoolchildren and shorter commutes
Expanded public transit options, especially outside of Portland proper	Greater access for all
They all had a certain level of importance. But the main focus was in none of these proposals.	Remove all roads Now! They're evil!
Things that help ordinary hard working people to earn a living. Commuters are not evil, they are earning the money to pay the taxes that these projects require. For goodness sake, give cars more lanes.	Higher lanes-to-car ratio on freeways & streets
No increased taxes	roads for vehicles, not bikes and busses
Improvements to the streets.	No more taxes to improve Ptld!
portant	Wider roads and better info structure for cars
public transportation, bike routes	reducing congestion, make cities walkable
ely important	
Safety and easing congestion and access as Sherwood grows	Less traffic congestion in and around Sherwood
Road improvements only	Improvements in infrastructure FOR AUTOMOBILES.
Planning for future growth	Fewer injuries/deaths
mass transit	more and more frequent mass transit
None	Save the \$s
Planning future growth	Smoother traffic flow
Safety and more/improved transit service	Fewer deaths and serious injuries on major roads

important	
Safety and accessibility	Greater accessibility across communities
Better roads, more car lanes and no more painted roads that confuse everyone! Less bike lanes	More highway lanes
Fixing existing roads with better lighting and expansion.	
Affordable housing.	NO Trimet. People want to drive
hat important	
Accessibility	Affordability
Equity and a full visionary look at creating a better future for families and our children's future.	Balanced transportation for thoughtful traveling.
portant	
important	
Need for low & moderate income housing in all cities, including seniors.	An additional highway, maybe for trucks & buses
I want more emphasis on cars and far less on bikes.	better flow of traffic
ely important	
Supporting Active Transportation by improving safety and access.	Less people in cars and more people riding/walking
Better roads, more lanes etc	Better roads, more lanes etc
Better main streets	Lightrail to Oregon City
None....mass transit is not safe, who would want their children riding it anywhere?	
Safer roads	more lanes for automobiles
You are spending the most on the least used forms of travel	Better flow for those commuting to jobs.
BETTER ROADS	More infrastructure for car travel
hat important	BETTER ROADS TO HANDLE THE TRAFFIC
Better traffic flow. Planning ahead into growth areas.	Road improvements
Improve major roads, for cars	Shorter commute time for cars
All of them.	less traffic and safety for pedestrians & drivers.
Programs that don't make transportation harder for drivers	Better driving for vehicle owners.
Sidewalks, housing affordability.	Safety! Eliminate the bus stops from intersections
Things that weren't listed	More freeway lanes on I-5 and I-205
Safety	Safer streets
portant	
Safety	Safety
Need to improve roads for drivers.	Autos being able to move safely and expeditiously.
Crosswalks. If a crosswalk blinks everytime the change, people will see that and not run reds as often. This is a no brainer! If, the person walking obeys the lights.	the ability to get around Metro with a car.
ill important	Appropriate use of public funds.
Transportation strategies that support communities rather than chop them up.	Safe and livable communities
No new taxes!!	Your taxes make my house unaffordable
Safety in all areas of consideration.	Prudent use of whatever funds are available.
Switching the buses to be electric (cleaner and less emissions) and making sure that affordable housing would not be available in certain areas due to transportation updates	
Metro has too much reach. Let cities take care of their issues	Safety, and a positive impact for our climate
ely important	
safe intersections	Net profit not additional taxes
Well being of people and planet	safe intersections
affordable housing, measures to take the load off our environment	Ways to get from LO to Portland without car
Safety	
how to lower taxes	Safer roads
Safety	lower taxes
Accessibility	Safer streets for cars, bikes & pedestrians
Safety	Leveling the field to include the underserved
	Better roads and sidewalks.

Better bus service, citizens paying for the services they use, with subsidies for hardship cases.	Improved driving conditions
hat important	
Safety, education	Public safety and utility
Safety	Safe roads, easy congestion
I don't live or use your transportation programs but yet I still have to pay simply because of boundaries...I'm so far away from you it's stupid.	NONE
Maintenance/repaving of existing roads	Better car commutes and fewer bikes on the road.
You need to consider the needs of the elderly and disabled!	MORE PARKING PLACES! We used to go downtown.
Ensuring transportation is available to job centers	Not trying to change behavior
Future transportation planning	Better livability
Only the essentials for traffic	No increases in taxes or additional bond measures
hat important	
Non-car transportation	Mitigating climate change
safe walking and bike and wheelchair ect. lanes	fast foot and car use
Safety	
What effects my family most	No money to be spend on transportation
Honestly, the most important thing Metro can do is stop harassing people and make transit free.	equity
all of the programs are extremely important	same as above
ely important	
Affordable housing and traffic safety.	More buses. Clean unreadable street signs.
The decreased dependence on fossil fuel energy to power the bus fleet.	Increase connectivity and frequency of travel
Everyone living with dignity	Getting people out of their single cars.
stop development that turns our area into a mteropolis that invites further growth	Better transportation without bike lanes.
Planning routes for growth	easing current & future roadway congestion
hat important	
ely important	
Metro keeping its nose out of local issues	Well paved roads.
Exploring options other than single occupancy vehicles to get people around, to protect vulnerable roadway users	a healthier city
Relationship to transportation.	Shorter commutes.
Use existing roads to have express buses along the freeway instead of having most buses head down town.	
Use buses on freeways to replace cars with stops at major bus hubs. Express buses along 20 between clackamas and tualatin	less cars on the road
ill important	
Express bus service from clackamas town center to tualatin Wes with a few stops along the way. Other express lines not running through p pdx city center. Less max more buses and bus lanes	Better use of existing infrastructure
portant	
Preparing for influx of people into the greater PDX area and consideration of compassionate consideration for our homeless neighbors.	more public transportation - carbon free
Affordable housing, transportation for students, safety for students and other walkers/riders	fewer accidents/fatalities, community cohesion
Keeping housing affordable and low environmental impact	more efficiency in the transportation system
hat important	
mportant	
Developing excellent transportation while NOT constricting freight mobility.	A healthy balance for ALL modes of transportation.
Keeping natural spaces both green and accessible. Safety of the community. Affordability.	Limit our impact on climate change.
portant	
Creating safe community spaces that are easily accessed for non-drivers.	Vision & design enabling access to amenities.

Things that allow people to transport themselves without a large carbon footprint	More planning, we got the plans build them!
Care of roads & lanes for bikes	Road maintenance for safety.
Addressing transportation equity. Providing safety and convenience to disadvantaged people and modes of transportation.	equitable outcomes.
Growth	
safety and accessibility	less driving
all important	Better roads for cars
Elective buses with reliable faster times	
Safety	Safer options (walking, biking, mass transit...
Let buses out of lanes during stops. They cause a lot of traffic.	Faster commutes - walking, biking, and driving
Safe to school paths and supporting walking and biking in communities	Walking/biking paths for safe to school options

More efficient roadways. Many of the safety issues comes from poor planning roadways to accommodate for vehicle traffic. Cars are not going away. By reducing lanes and causing more congestion you are hurting the environment and creating hazards. Our roads need to be car efficient as well as pedestrian and bicycle friendly. This means wider roads with separate walking paths. We also need additional capacity on freeways, expressways and new extensions like sunrise corridor connecting to hwy 26	More traffic lanes
important	
important	
Safety, accessibility, livability	Community
Evaluating those areas w safety issues... bike paths away from traffic and cleared of homeless	Improved movement through the city
Safe and functional roads	
Safe walking/biking paths	More efficient traffic
Overall planning	Better flow, reduced need to drive a car
Safety on the buses and MAX.	Transportation! Not housing and development!!
that important	

Commuter safety. I live in a community with a lot of neighborhoods and kids who walk and ride bikes all over. However, crossing HWY 99 traffic is very dangerous. So the idea of a pedestrian bridge over the highway would be such an investment in the safety of our kids and students. plus, it will make driving much safer as well.	More safety for pedestrians and drivers together.
None	Less traffic

Making the city accessible by walking, biking, and transit	modes other than solo driving
Need to maintain current roads before add ones.	Solutions that work for ALL road users.
important	
important	
Safety issues	Increased safety & access no matter your age
Transportation sustainability and accessibility	reduced carbon emissions
Better/safer options for car-free transport	Connection between Milwaukie and greater Portland
None in particular - fix the roads/pot holes first.	No new taxes.
that important	getting more cars off the road
all important	
Transportation through other means than cars	Less traffic tie ups
that important	
Improved WIDER sidewalks, LARGER setbacks	Less fossil fueled traffic
important	actual transportation improvements
Traffic	Better roads
Safety. Fix the known issues.	Reduced fatalities and serious injuries
that important	
Access and future roads	Better freeway access and expansion.
safe routes to schools	not higher taxes - work with what you've got

portant	
Traffic flow on major arteries.	No additional taxes
Build with CARS in mind not bikes.	Better street surfaces in neighborhoods .
Keeping our kids safe.	Safer bike routes.
Students transportation, housing costs	Change that helps the community
ely important	Safety,accessibility,smaller carbon footprint
Making transit options accessible, affordable, and safe, and providing affordable housing.	Greater acessibility to people who rely on them.
Not these issues	We need roads for the majority which is cars.
Continuing to support green public transport options and helping the economically disadvantaged.	Safer roads and a cleaner environment
Pot holes being fixed .. traffic cops giving speeding tickets	Fix the roads
more roads and freeways	less traffic. no more light rail waste
Keeping students and residents safe with more sidewalks and lights	
Sidwalks	better access to local shopping
availability and safety	more public transit in extended areas.
Better bus services so more people can ride.	
School safety	Parking for cars
hat important	
mportant	
more buses - electric or H2. "Max" lines have massive cost per passenger mile and are limited to tracks. They also destroy neighborhoods.	More buses - and no more MAX
Things that address climate change; Safety	Environmentally sound and safe options
It is important to stop growing our homeless industry.	improvements in transportation not social programs
Safety, ease of transportation, and walk-ability	Improved safety w/o lane removal or bottle-necking
Safety	alternatives to driving my car.
Tax dollars to fund small % of population	Improvements that benefit the GREATER good.
Some programs (eg electric buses) seem nice but will do little for the environment, transportation equity, & community safety compared to decreasing SOV usage overall.	increased safety, efficiency, empathy & community
Access, safety, health, youth.	Priority to health outcomes.
safety, efficiency of travel	efficiency of travel
Safe, "green" transportation options for kids. Any measure that encourages walking, cycling, and the use of mass transit.	long-term plans to protect environmental quality
Safety, obviously. Protecting human life it's a no-brainers for the top focus for funding.	1) preventing death and injury
Actual improvement of services, not just talking about possible improvements.	Actual improvement in services
Increase walk ability of the city	Incentives for walking and biking
portant	
Safety Alternatuves to private cars attention to news of lower income families	future vision that deemphasises private cars
Space for personal auto, not just mass transportation.	Consideration for cars.
Growth of our road structure (repairs) stop converting traffic lanes to bike ways. Also the flow of buses. Your electric buses suck of the five we have you really need to advertise % of on road time compared to regular buses (breakage)	
Kids walking to school	Moving buses faster
bike riders should pay high licence fees as in other countries. No senior tax \$\$ on biking. . Focus \$ for automobile congestion.	Fewer deaths
Electric buses and increased safety for school route and dangerous intersections	traffic congestion to stop accidents occurring.
better safety for walkers, bikers	No max (crime) invading quiet suburbs help people access public transportation

Traffic. Buses aren't the answer. People will always drive. You can't make people drive less by making parking difficult and turning busy streets into bus lanes. You are making the problem worse.	LESS FUCKING TRAFFIC
hat important Safety plus maintaining "Main St." neighborhoods Projects that enhance safety for all users and those that provide housing opportunities in areas well-served by transit	Safe conditions and less traffic congestion opportunities for safe multimodal access.
Safety for all. affordable housing Preserving walkable neighborhoods, increase use of public transportation.	Fairness better bus safe, walkable neighborhoods.
Making streets/intersections safer. Our District does not have lines in the middle of the streets. People drive in the middle	Aiding drivers to navigate streets safely
ely important hat important Using the monies available for infrastructure. Safe traffic intersections	More roads - our population is expanding rapidly. Effective maintenance if roadways Portal to portal transp. For elderly and disabled Reduced congestion for cars Moving traffic along, wide streets.
mportant School walks safety. Roads Better shoulders on roads for safe walking and cycling. So many roads have no fog line to separate motor vehicles and pedestrians.	less pollution and safe travels. reduced traffic with efficient solutions Vehicles being able to move around the Metro area better roads and better bus sytem
portant Improving vehicular traffic and safety Better roads and better bus system	More availability to use mass transit Being able to use cars less
ill important portant Emphasis on pedestrian and biking access make developers pay to improve roads and sidewalks that their developement impacts Increased traffic capacity Better / more service to the outlying communities in Clackamas Co.	better roads More roads free public transport
mportant Too many taxes already. NO.	Your high taxes make this area less affordable
ill important ely important ely important hat important None that Metro presented	Looks like you will not take a comment here
hat important ill important Keeping the public safe. Reducing risk of accidents at high traffic intersections We spend too much money on public transportation the homeless crisis Understanding the cost of all the proposals Improving roadways for commuters Safety and efficiency Fix the streets we have now. Safe ways to school	Decrease road traffic increase freeway lanes Decreased traffic wait times on our freeways less dependency on cars Better roads. Period. Improved roadways Safer and quicker commutes to stop grid lock. Bikesafety, such as OC to Tualatin. no bike lanes
mportant Bus decrease homeless, increase electric bus	Reduced pollution no homeless, clean air
hat important portant until the homelessness is handled I disagree with any funds	makewhat you have safe! Police on all

any improvements to make bike/walk and public transportation easier/better	same as above
School safety	Ease of getting around on a BUS. not train
traffic problems	better traffic
increased safety and efficiency	increased use of public transit and safety
portant	
it	
portant	
Safety and environmental sustainability	1. Non fossil Fuel. Electric buses, bike paths
Safety for kids	Safety for kids
Affordable housing	Less impact on the environment
portant	
Programs that improve reliability of the buses, buses that run on cleaner energy, and anti displacement programs.	Reliable services!
ill important	
More transit in developing areas like Happy Valley	More max lines and more buses from Happy Valley
portant	
How about building vehicle capacity??	Shorter commute by car.
Safety and not pricing people from their homes	planning with input from current residents
Alternative transportation options	Relieving highway congestion
better roadways for cyclists and pedestrains, making sure folks aren't displaced by transportation improvements	decreased auto use, not expanding freeways
hat important	
mportant	
Safe streets and sidewalks for bikes and pedestrarians	Safer streets and less congestion
School Safety	?
ely important	
Student safety, reducing pollution, and creating more affordable housing.	Safe roads
Safety getting to work and school and transit....sidewalks and crossings.	Less traffic more safety.
hat important	
Better road quality and design. Promote electric buses and vehicles.	Better quality road surfaces.
portant	
No new taxes to home owners	Not taxing me out of my home
Managing the incresing intensity of traffic!	
Being able to safely get around by foot, bike or bus.	Freedom from car dependence.
Safety	Safer streets
portant	
Dangerous areas	Safety first
Fix the roads. I don't care about bike lanes and buses	Good roads
You didn't even mention sustainability. A couple of bus comments is all. WAKE UP!	
Fixing existing roads and building new roads for cars	Better roads for cars, they're not going away.
ill important	
safety	more safety
Planning for new roads/highways and the expansion of the existing road system was obviously lacking from this survey	increased and improved road infrastructure.
portant	
improving roads	NO INCREASE IN PROPERTY TAXES! TOO HIGH ALREADY
safety and efficiency of travel or throughput or whatever the word is for maximum traffic flow	fewer restrictions on bicyclists
Walking, biking lanes. Most roads are not safe to walk.	Safe walking/biking lanes

<p>Programs that would make it easy to use an alternative to a personal car. I just want clear bike lanes and sidewalks in my neighborhood. (Johnson City area)</p> <p>Very important</p> <p>Important</p> <p>Very important</p> <p>That important</p> <p>Road improvements</p> <p>Equity. Building good transit infrastructure farther out so people can get to the core easily.</p> <p>Safe travel methods to high use areas (schools, downtown, etc.)</p> <p>Important</p> <p>Safe access for bikes and pedestrians and better/easier public transportation</p> <p>Improve the flow of vehicle traffic.</p> <p>Pedestrian and driver safety.</p> <p>That important</p> <p>Displacement</p> <p>Safety, beauty, and reducing cars</p> <p>safety</p> <p>Very important</p> <p>reducing emissions by channeling people to cleaner options and making mass transit cleaner.</p>	<p>Efficiency and sustainability.</p>
<p>Transit Infrastructure should be paid by developers and put in place before developments start construction!!</p> <p>Safety for the existing infrastructure and equity to serve the most disadvantaged communities</p>	<p>Traffic reduction</p> <p>More ridership. Safety for all. Frequency of buses</p> <p>Improvements that will effective for many years</p> <p>more charging stations for EVs</p> <p>Less injuries and safer experiences for everyone</p> <p>Improve the flow of vehicle traffic.</p> <p>Utilizing funds in a way that is sensible.</p> <p>Easier ways to get around the city</p> <p>Affordable housing</p> <p>Better public transportation</p> <p>safer streets and transportation</p> <p>reduced carbon emissions, reduced single car use</p>
<p>Street usability & safety for alternative transportation.</p>	<p>Fast Mass Transit!!</p> <p>Saving lives for people walking, biking and living</p>
<p>pedestrian and bicycle safety, accessibility, improved bus timeliness, walkability/bikability and the connections to public transit and commercial/retail areas</p> <p>Buses</p> <p>Increased tax burden, government waste</p> <p>Walkable communities. Supporting communities. Better transit focus.</p> <p>faster, less expensive transportation; safer connectivity for bikers/peds</p>	<p>Safe streets for cycling.</p> <p>improved safety</p> <p>Frequency of public transit</p> <p>Improvements that serve taxpayers</p> <p>Make bike, walk, & transit more affordable & safe.</p> <p>equitable impacts</p>
<p>Improved bus speeds and frequency, revitalizing neighborhood centers (more "20min" neighborhoods), safer pedestrian experiences, more housing supply</p> <p>Better bus service.</p> <p>Making transportation options available to all people in the region, regardless of income</p> <p>Getting the most people out of private cars per dollar spent</p> <p>Pedestrian and cycling safety</p> <p>Safety, Displacement, Better Bus</p> <p>Making transit easier and more convenient to use, increasing neighborhood walkability, prioritizing equity and minimizing displacement</p>	<p>Faster and more frequent transit</p> <p>Equity for EVERYONE. Not special interests</p> <p>better and safer active transportation options</p> <p>People able to quickly get places without driving.</p> <p>Safer streets for everyone</p> <p>Equity and reduced carbon emissions</p> <p>A more efficient and easier to use transit network</p>
<p>Important</p> <p>Better law enforcement to make roads safer.</p> <p>Walkability, biking and location of amenities on the walking routes</p> <p>Accessibility to low-income folks, climate, anything to reduce cars on the road</p>	<p>Reduced green house gases</p> <p>Most bang 4 the buck. Too much pork/waste in govt</p> <p>Efficient transit system</p> <p>fewer cars on road</p>

<p>Bus Fare should be FREE for Students. Reliability is Key. Items that protect and preserve Portland's character while still addressing future needs. More roads, light rail is a waste of money. Supporting active transportation The climate crisis - all busses should be electric ASAP Safety affordable housing, sidewalks for pedestrian access to public transit Safety for all, access for all Safety Equity and availability Improve the roads for maximum motor vehicle use & expand the use of buses to coincide with that. Removing barriers to transit! Make it free and fast and more people will change their behavior. safety Safety. Life without cars.</p>	<p>Fewer Cars on the road Meet'g drivr need+pedest./cyclist/m. transit users Tax fairly, so everyone pays Pedestrian & bicycle safety & connectivity Clean and free transit for all first and last mile access higher ridership! good value for the money spent Safety More and better options improved & expanded roads. free, frequent, accessible transit projects that are "green" and economical Safe active travel and reduction of auto reliance.</p>
<p>Programs directly related to infrastructure construction. Safety hotspots portant Safety Public transit improvements – this spans so many of the other items, like anti-displacement and better business districts What is most important to me is to be able to drive from point a to point b without increased traffic that's been created by the minimalization of our roadways. We the tax payers paid for our streets for cars . . . they need to continue to be available to cars. Cars matter hat important hat important Increased access to transit & services in poor neighborhoods esp on the Eastside. Active and public transportation Safety and accessibility of services to all age groups Infrastructure projects were most important to me. The feel good programs aimed at mitigating displacement have no ROI. Saving lives, supporting kids and communities that have been neglected. Building our region in a way that reduces GHGs over the long term. Improving safety and lighting of roads for pedestrians and cyclists. Impact on carbon emissions, increasing transit use ely important There has to be better solutions for creating infill and prioritizing viable public transport for those people. It shouldn't take me 1.5 hour to go 7 miles to get to work in the morning if I take the bus. Improving transportation methods other than cars</p>	<p>Safety over speed. no traffic deaths and reduced congestion safety Transporting more people more places Bike routes NOT mixed with car-look @ Dupont, WA Cars moving easier and faster. Transit accessibility in poor nhoods. Less need for automobiles in daily life. Improving flow of traffic. Less bottlenecks. safer and more efficient systems. a place where people don't need cars. More public transport, safer roads. A safer, cleaner and more sustainable system time saved during commuting and late night options More people walking, biking and riding bus/transit</p>
<p>Clean Air! No more NEW DIESEL Buses Electrify the Fleet! Killing cars, supporting transit & density except for the electric buses, nothing because I've seen what you people call "improvements" hat important ely important Safety, multi-modal, affordable, serve all communities equitably, plan for the future</p>	<p>Clean Air AND Better Service making it advantageous to NOT have a car better commute times for all tax payers multi-modal options that are safe, serve everyone</p>

Designing spaces for all modes of transportation to work together, even if it means they are separated from each other physically..
 Improving neighborhood experience and access to fast, reliable transit
 decreasing the economic burden of living in and getting around Portland
 ely important

Efficient, environmental, aesthetically pleasing.
 Multi modal plans so i can walk bike or transit
 greater mobility without assuming car ownership
 Safety

Items that prioritize pedestrian and bicycle and mass transit over any personal or commercial vehicle. Any item that gets more automobiles off of congested streets and encourages drivers to walk, bike or transit.
 Bike and walking path development.
 Public transportation in all neighborhoods
 hat important
 hat important
 Meeting climate goals for future
 Pedestrian & cyclist safety and connective routes for them
 Infrastructure that increases use of public transit and bicycling/walking.
 Mitigating climate pollution from transportation-- electric buses, walking/biking infrastructure
 bicycle infrastructure+connections+mass transit improvement
 Electric buses
 Access to accessible alternative pathways to popular destinations
 more affordable housing and anti-displacement resources

a human focused city.
 action, not just words or misspending.
 Electric vs diesel, moving instead of idling...
 more frequent buses
 Fewer fatalities, more people Aware
 people driving less and being happy about it
 A reduction in the region's carbon footprint.
 Less climate pollution
 bicycle infrastructure+connections+mass transit
 Safe emissions free mobility
 Improving transportation in under-served areas.
 better access for all

Transportation infrastructure and service improvements. Faster Bus, used to live in Seattle with dedicated guideways, but nothing in PDX. Also missing from the list seems to be regional trails and trails and paths in general. And a further item missing is bus capacity to me seems to be constrained by Park and Ride parking, at Barbur PR there is no parking and all plans of record to not do anything to facilitate increase and access to vehicle parking, why
 programs that included active transportation safety
 Safety at high-crash intersections and active transportation infrastructure investments
 Dedicated bus lanes
 #1 - New transportation corridors. #2 - added vehicle capacity on existing transportation corridors. #3 - STOP the "road diets".
 Pedestrian safety.
 Less pressure in day to day life
 Improving roads and freeways

Facilitating a more sustainable economy
 Less congestion in PDX
 more equitable transportation funding and projects
 better quality of life
 A more walkable and bikeable built environment
 decreasing car usage in the city
 Reduce traffic congestion & travel times
 Incentivizing modes other than SOV
 More people liking public transportation
 Increased capacity on highways

Increasing frequency, dependability, and accessibility of transit with YouthPass for all. The "last mile" connection needs sidewalks and bike paths to transit service. Bulb outs should accommodate cyclists with behind curb bike paths to avoid "pinches" with passing motor vehicles
 ely important
 Transportation infra improvements aimed exclusively at walking, biking, and transit
 Making the system work better
 Public transportation improvements & improving access to affordable transportation

increased frequency of service.
 More walking, biking, transit. Less driving.
 Faster, more reliable bus service
 Affordable and accessible public transportation

Future planning	Accommodating growth with incorporating cars
safe comfortable places to walk and bike including off-street trail connections and better transit	clean air, safety, health, wealth, and mobility
ely important	
ill important	
WE need new roads	new leadership that has a brain
Anti-displacement, fare reduction programs	Student fare reduction program
Safety issues	less traffic and more safety
Decreasing pollution with electric buses	Preventing climate change
Expanding and improving public transit, improving bicycle infrastructure, and improving pedestrian infrastructure. Basically, don't fund single OC unison you vehicle infrastructure. It's time for something new.	Bicycle commuting.
ely important	
mportant	
Affordable housing	ZERO PEDESTRIAN FATALITIES!!! STUDY OSLO NORWAY!!
Expansion of bus rout & ridership.	Fewer greenhouse gas emissions.
More effective car control	Fewer places where it is comfortable to drive
Equitable investment. Linking transportation and land use	A broader, more frequent bus network
Helping younger and more marginalized people the transit services they need to be less car dependent	Less people in single occupied cars
hat important	
Do not build new car infrastructure. We cannot meet our climate goals while investing in car infrastructure. Instead, focus on the sustainable transportation and land use options that allow for a lower-carbon lifestyle.	Low carbon/safety for vulnerable road users
Regional walking and biking connections	Options that don't rely on individual cars
Buses and safer routes for walking biking.	A better network of transit/ mobility.
Improving pedestrian and bicycling routes, for people of all ages. Human-centered design.	People getting out of single occupant vehicles.
Shoring up our fragile communities especially children	A better lived environment for our families.
hat important	
Environment and pollution control	Consideration for disabled people that need cars
Pedestrian safety and bus coverage	Improved coverage/frequency to reduce car trips
Make walking SAFE and it will be more fun	Making it safer and faster for pedestrians
safety and affordability	better transportation
Equity and Sustainability	Sustainable, just and diverse cities
More sidewalks, Less bike lanes	Improved traffic flow, more lanes
Investments that are most likely to actually result in better transportation infrastructure, improved safety or increased access.	more walk/bike/transit trips; less crashes
free fares for youth - build a culture of transit	reduced car use and reduced car ownership
Safety at busy intersections and neighborhoods not split by increased taxes for the safety measures	Safer streets and intersections
Actions that provide multiple travel options, protect the environment, and protect human health and well being	multimodal options, and no new roads.
Safety and equity	Reduced carbon emissions
No more big roads. Peak-automobile has passed.	More mass transit and bike safety.
Equal access and prioritization of bus and bus connections (walking and cycling)	Reliable and robust transportation network
portant	
Street improvement for cars.	Better flow of automobile traffic.
improving systems already in place	improved communities
Access and inclusivity	ALL people getting where they need to be
Need to balance private transport with public transport. Currently public transport is unattractive and adds to congestion and carbon emissions by causing idle vehicles that spew exhaust.	Safe free flow traffic, bike license exam

All of them. Public transit should be free and service the entire community.	Free and safe public transit for all.
Fiscal responsibility and efficiency	More efficient ways of moving traffic
I am not a huge fan of making affordable housing projects without providing parking as many people depend on their cars to get to work, shop, etc.	Traffic move quick w/o congestion
To down-vote anything that makes the metro area any more car un-friendly than it already is.	More lanes on highways and freeways
That important	smooth car and truck traffic flow.
Better and more frequent bus and Tri-Met rail service	Non-SOVs moving faster and safer.
Bus signal priority, safe routes to school, and planning	
Not building fossil fuel infrastructure or "transit improvements" that are just fossil fuel projects such as the 185th overcrossing or the Airport Way flyover. We need to stop the old guard from continuing to destroy our environment and our safety and stop building for cars.	Less fossil fuel infrastructure
Safety	Systemic upgrades to non-SOV transportation
improved safety of existing bike paths, faster buses	More people getting out of their cars
don't know	
increase alternate or public transit to reduce car emissions	positive action to fight climate change
Columbia River Crossing	Easier flow of traffic
Climate, safety	Carbon reduction
This isn't a transportation package	Improved roads.
kids getting to school, preventing accidents	increased safety
Improving safety, visibility, use of public transit	
Active Transpo & Transit, no wasting \$ on SOVs	Cheaper, faster alternatives to driving.
Equity & inclusion. I like the idea of improving quality of life for the most vulnerable.	safe access for all
Very important	Reduce our dependency on cars
Programs that address safety, capacity and growth	Roads and highways to handle increased capacity.
Human-scale communities that are walkable, bikable and appealing for transit users.	People escaping their single occupancy vehicles
More freeway lanes, new I-5 bridge	An improved economy due to efficiency
Planning for the future and growth.	Expanding the max and improving service.
Roadway expansion	We need more lanes and new roadway solutions
Improved bus service	transportation equity
Electric buses. Diesel pollution makes us sick!	Connections to jobs/services/recreation areas.
Safety is the most important thing	People feeling comfortable to get on their bike.
Prioritizing value for low-income households	Equitable access to our city's resources
Projects that improve access to non automobile forms of transportation.	Improvements to non-automobile trans options.
Ensuring that Metro residents have more transportation options that aren't cars	Reducing the rate of automobile use in the region
bus lines and easier access to public transport	
commuters	bus lines
investments in the future that supported people here now: making things safer and more stable	equitable access to low-carbon options
better public transit	no new money to highway expansion programs
Increasing bus movement/times stuck in traffic to allow more deploying of resources.	Permanence. Rail encourages TODs and density.
That important	Efficient Use of Limited Funds
MAX pass for students	better environment
Safety of vulnerable road users	More safety/investment in cycling/walking/transit
in order, climate, safety, equity	less people driving cars
Greater investments in mass transit.	A more equitable community for ppl of color
Things that would help the largest number of people escape auto dependence	reduced auto dependence
Sidewalks on local arterials where the shoulders are tiny	Walk anywhere we want without risking our lives.
BETTER TRANSIT. FREE TRANSIT.	Free transit and NO. MORE. FREEWAYS.
affordable transportation options, affordable housing	
along transit lines	more people using public transportation!!

Safety and human-powered transportation very important Expanding public transportation, safe walking and biking. Reducing traffic fatalities. Bus service improvement and expansion, fare reduction/elimination Keeping traffic moving in a safe manner. very important	More human-powered transportation Reduction in emissions. Equitable outcomes for marginalized communities Less traffic congestion.
Promoting Equity and fighting climate change balance the need to fix the existing system with the need to expand important Access and mobility, regardless of income, age, ability, residence, etc Safety for pedestrians & cyclists Growth and transportation planning, trail connections and safe routes to school. Safe travel to school for children, anti-displacement Alternative forms of transportation having safe routes to use. very important	Safe alternative forms of transportation outcomes that make the most dangerous places safer Safer movement of people and vehicles transporting people, quickly, safely, and directly Equitable and safe outcomes facilities with travel options to get to places. better, safer transit Efficiency
Housing, making main street improvements in ways that don't displace more people and consider people who live outside on or near those streets, fareless use for all people but especially students	fareless use for all people.
Bicycle and walking improvements- expansion of light rail important YouthPass! very important Free fares for youth, anti-displacement services, better bus service, and safety Community, environment, access That the questions be real questions, rather than the pablum written. Who would be against any of these? And the "Devil is in the details" Walkability Better environmental outcomes with an eye towards equity and social justice important congestion & roads in good condition(smooth w/ no potholes) Biking and walking investments Investments in transit, bikeways and walkways protections against displacement and making it easier for buses to get around bus service to make it accessible/affordable/frequent Ease and safety of transit options important Improve safety and air quality. Looking to the future and safety	Less people in single occupancy vehicles Safety and Equity! Free fare for youth and increased bus services environmentally friendly and community plans. Safe & QUICKER transit times ,including cars. Sidewalks in priority pedestrian corridors Lower carbon footprint low traffic volumes on roads that can't be widened Safe bicycle routes and fewer cars on greenways affordable, reliable, fast alternatives to driving faster and more reliable travel times more bus service/NOT max service fewer single occupancy vehicles creating traffic Improve air quality; traffic in major corridors. safe movement for all
Better walking and transit options. Avoid expanding roads and adding suburban developments. Make town centers walkable, bikable, safe for non motorists. Housing Make changes that help people feel safe from criminal/dangerous mentally ill/opioid & meth users on public transit (Max, Streetcar, Bus, etc). Folks will get out of their single-occupant cars if they feel safe in public transit. polluting methods of transportation	Frequent, safe, reliable service. Reduce SOV trips equitable access and livability Safety for the riders on public transit Improved non-polluting methods of transportation
Developing a reliable, fast, and accessible transit system.	Mobility for all, with climate minded solutions.

Improving actual roads for vehicular traffic safety walkable and bikable communities more bike/walking paths Focusing on major highway and road projects. community involvement/engagement; prioritizing the most vulnerable climate action and safe bike/ped/trail; taking the time to plan it out correctly to try and reduce displacement before it happens and rezoning to get more homes near transit, bike/ped/trail facilities	Better traffic flow improved access for people throughout Metro area places that feel good more people to use public transit Higher throughput of traffic. Safe, convenient, affordable transit climate action and safe bike/ped/trail;
Safe, affordable and easy access to public transportation. Everything is important. Our mass transit has fallen behind the growth of our population. investments that reduced fossil fuel consumption improving main corridors, bus improvements, walking safety portant Better bus transit to access rail transit. Planning for the future growth; safety. Anything to ameliorate climate change and plan for the future. ely important getting off fossil fuels through electric buses and more ways to get around without cars; also protecting people and street safety Poorly designed survey in that it does not allow separate responses to what is important to me (e.g., no kids) and what might be important to the community as a whole (safe routes to school) Improving convenience and safety, and reducing emissions. affordable housing Getting to places relatively fast but without a car Things that make it easier to get to transit and affordable housing in transit areas Promoting active kids and social connections hat important Affordable housing, Environmental Concerns integrated solutions Providing ways to walk, and also ways to improve larger transportation arterials. Safe routes to school and affordable housing	Increased use of public transportation Increased mass transportation opportunities. rapidly moving away from fossil fuel consumption safer streets Use existing roads to access better transit. Don't subsidize non-transportation infrastructure. Lowering carbon emissions, better urban planning. major reduction of climate pollution Minimal fare increases. eco buses Getting to destination quickly but without cars Easier access for people with hidden disabilities good transit options for all Affordable use safe and affordable non-car options Less traffic. Create safe, equitable and environmentally options
Education, accessibility, public transport, cycling safety Making intentional investments that promote quality of life while improving transportation Safe transit options for people who do not drive. We need all of these things!	Culture change to get people out of cars Better quality of life zero pedestrian and cyclist fatalities. equity!
Environmentally friendly policies and affordable housing I need to drive to work. I need roads that allow me to travel quickly between locations. Electrification, funding and expanding alternatives to driving portant Things that serve all constituents, not just a targeted population Making public transportation more user friendly Encourage non-auto travel	Livable communities for all socioeconomic status faster travel on roadways in automobiles. less CO2 emitted More people taking mass transit better traffic flow and safety for walkers More people using public transportation modes other than auto driving

Safer streets and revitalized main streets (for revitalized main streets, please look to rehabing existing buildings rather than teardowns as it is a better use of energy and preserves sense of place)

Better transportation options

do not spend money on roads, cars, and highways.

I enjoy active commuting, but I also feel somewhat unsafe doing so. More crosswalks and protected paths for bikes and mobility devices would be a big improvement.

That important

Programs that promote a mode shift away from cars and provide people with more convenient transportation options

Strategies that will increase use of transit and walking/bicycling

climate and housing justice

Options for all

Everything that isn't cars

That important

Electrification

That important

getting everyone on board

Traffic

Metro should find ways to spend less.

safety and timely convenient travel for seniors

Human-centric livability

Max line up hwy 30 to St Helens.

community access to sidewalks

safety improvements for active commuters.

Mode shift away from cars

Reduced automobile reliance

fewer people driving, more transportation equity

Results

exceeding our regional emissions reduction goals

Reducing GHG emissions - get people out of cars

sustainability

Making money

Metro not trying to eliminate Autos in our area.

easier and safer transport

Making public transit an absolute priority by countering all the perceived roadblocks. Public transit should be the preferred mode over driving a personal vehicle. Make transit so attractive that no one can say "no."

Safety

Consistent traffic flow. Eliminate bottlenecks for better continuity. Better traffic flow is more important than speed.

Increased and improved infrastructure.

pedestrian & biker safety; lower CO2 emissions

Safety

public transit access

More lanes on the freeways!!!

Very important

Increased service in N. PDX/St Johns

Faster busses, livable and affordable transit-connected communities

Housing

Very important

With how the city is growing, improvements should be focused around making it easier for people to use public transportation. In my neighborhood (St John's) we have very limited public transportation with a couple dangerous roads for pedestrians.

the ones that result in greater equity for all citizens

Safety and access to transit for low income folks

reducing carbon emissions & increasing safety

That important

Equity sustainability students

Speed, reliability, and a pleasant experience.

Effective maintenance of existing infrastructure.

Too much stop & go poor signal timing & etc

Less congestion and nicer roads.

pedestrian & biker safety, & lower CO2 emissions

Less traffic accidents

quicker and more efficient public transit system

More lanes on the freeways!!!

more people using it - frequent, clean

public transit so good you don't need a car.

More employment for the economy

Improved safety, better access to transportation

health and safety in the relevant areas.

Honestly? Free transit.

improved safety and reduced carbon emissions

infrastructure to support growth

A city where all of us can be safe and mobile

I want different results from the transportation system, not a huge investment in a system that is clearly failing.

The absence of bold thinking here is inexcusable.

Pave the gravel roads

input from people who'd be impacted by projects

huge drop carbon emission+many more transit riders

Sw portland

bike/ped ferry and last mile shuttles

affordability & livability for lower socio-economic folks

accessibility & equity

Greater ease and accessibility for all communities to use and afford mass transit options.	Actual improvements.
Those that minimize government involvement in running things	Kids safety
More roads, expanded capacity	additional capacity, not shifting costs around
Transportation. Get people out of their cars	Less global warming.
More consistent timing between TriMet 96 and SMART pm	More consistent linking between TriMet96 and SMART
Safety for children and at hot spots	Lower emissions, safety, accessibility.
Bike and bus infrastructure	Less cars and enviro impact. More bike and bus.
Making major Civic Corridors, like Inner SE Powell, safe for pedestrians both along the corridor and crossing the corridor. Make these Civic Corridors "feel" safe and walkable!	safety for pedestrians and bicyclists
Anti-displacement, connections to regional centers, e-buses	equity, safety, net-zero carbon output
Being realistic about what was possible	workable solutions, honesty about the results
Expand MAX light rail, streetcar and bus routes, hours -- most routes should run 24/7,, safety and efficiency.	Better, safer mass transit. Fewer cars.
safety, accessibility	safe conditions for all
Long term environmental impact	Reduced carbon emissions
ely important	
IMPROVED MASS TRANSIT	IMPROVED WALKING AND BIKING
Reducing traffic congestion to improve time to travel saves fuel and improves productivity	Less time to get from location A to Z
safety, ease and availability of alternative transportation	practical & easy to use alternative transportation
People need to figure out for themselves the best way to get to their destination and safely.	Being mindful of lthe tax burden on it's citizens.
Programs that help build connected, safe communities for everyone	Safe travel for peds/bikes/transit/motorists.
My city already funds these programs , but doesn't mix affordability and displacement- is this a " everyone benefits but me because I drive an electric car from my home tAX?" As I filled in my answers, you ask questions that everyone is "for" but these operations are already funded through gas and tri-met taxes. Fund community organizations, really? I suppose an "organization "put that in!	Less polltn/discrging polluting behrs+incr. efficy
completing the network for people who get around without a car.	A complete bike route, sidewalk & trail network.
improved serevice	neighborhood stability and growth
public transporttion	affordable housing available
Pedestrian safety, but also needing to allow vehicle traffic to flow.	improved livability.
Safety and system improvements	getting around the region in various ways
Safety, ability to connect around the area for all people, and inclusion.	Safer roads, safety to people
Safety and environmental issues	Safety, increased public transportation opptys
portant	
Public Safety, Public Health, Air Pollution	a clean and equitable system
congestion no lane removal better traffic flow	Equity alt mode users pay less burden on drivers
Reducing traffic	Faster driving
Keeping people in their homes. Increasing walkability in neighborhoods.	Walkable neighborhoods.
Pedestrian safety, housing and climate consciousness	not harming the climate
Giving children/students free/affordable access to public transportation would contribute to fewer ppl relying on cars in the future.	Reduce polution and addiction to cars
We need to invest in corridors that are active but in disrepair, like 82nd.	Economic & social growth for low-income residents.
Safety, climate change, equity, walking, biking, transit	fewer trips where people drive alone
Fast, Frequent and Free bus service should be a priority	NO MORE ROAD EXPANSION (Washington Co!)

Improving safety for pedestrians and bike riders, as well as improving transit. I would take the bus to work, except that it takes an hour or more depending on traffic on SE Powell.

My comment was too long.

Infrastructure that is pedestrian friendly and encourages mass transit use.

A safer, cleaner, quieter city.
equitable neighborhoods

safety and access

More and better mass transportation. Go electric.

Moving the masses quickly on green transportation.

That important

clean public transportation

maintaining current infrastructure

Growth and transportation: planning for the future

respect both drivers and riders of transit equally

Important

Multi-use trails

Less traffic

safe routes for walking

safe farm land

Air quality. You don't have much there to improve the flow of traffic so that less gas is burned

Safety first, for everyone, including motorists

anything that improve the traffic situation

less congested freeways

The programs that focus on sustainability such as electric buses, as well as creating regional bike and walking corridors

Sustainability

No further displacement of residents, free bus fares

no intermodal truck traffic in neighborhoods

Transportation with affordable housing

less homelessness

Improve roads

Better traffic flow

I think we should be looking at why we ask residence that reside within a certain mile distance from schools to walk/ride a bike to school. Everyone pays into the system that funds buses and buses are already going by these residence so why are we not offering them the same benefits as others who are outside the mile distance. This would make it safer for kids. Also I have lived in Oregon my whole life and I hardly ever take the max because it's so slow! When I went to NY their light-rail system is so convenient and efficient. We should invest in making max and other light-rail functional to where more commuters want to take it.

fail to be a solution after 1-5 years.

Important

Getting the traffic MOVING!!!!!!!!!!!!

Faster moving VEHICLES!!!!!!

That important

Important

Improved transit service, both speed and accessibility.

Higher usage of public transit

Combating climate change. Building more roads and widening them is not the solution

less cars on the road

Safety, Biking, Walking, Transit

Less cars on the road

Sidewalks

better bus/light rail along I-5

not encouraging cut through traffic onto neighborhood streets

less vehicular traffic and more driver education

Bike and bus transit improvement

Efficient and safe mobility for all Portlanders

Better roads to allow for growth

Safer roads

Housing affordability is a huge issue but I'm not sure if transportation money should be spent toward that end. Not being priced out of my home.

More great places to walk and bike.

Safety

me not being cut off from the rest of the world.

Affordable housing, updating infrastructure to enable safe transit for all

transit, bike, walking improvements

safe transit for all

equity and safety

Investing in public transportation is very important to me because giving transit priority will increase ridership and efficiency. While also reducing pollution and having less cars on the road.

getting people where they need to go.

Affordable housing and antidisplacement	More mobility for all
Affordable transportation options for students & concentration on planning for future growth while trying to catch up to current growth	NOT all multi-lane rds into ANOTHER 1lane 25MPH rd.
Any that help relieve congestion at current bottlenecks such as the Ross Island Bridge western approaches.	ability to comment with more than 50 characters!
decreasing automobile traffic	decreased auto travel
Need to prioritize bike, ped, and transit over cars.	a more livable and sustainable way of life for all
access to schools, ability to walk	accessible, affordable, bus travel
Affordability, access, safety	Greater vehicle capacity
important	
Transportation taxes funding transportation. This is not the mechanism to fund the other important things.	Stop forcing bus/train.
Safety of peds, bikes, and drivers; and climate change	Less injuries, more energy efficiency and greener
important	
Lack of focus on cars.	Vehicle Capacity. Data says it's most important.
very important	
speeding up buses	fiscally responsible results
Community involvement, creating better and more diverse town centers which could allow people to live, work and shop without travelling far.	Cleaner, safer, faster modes of transportation
very important	Less congestion
Pedestrian Safety	Increased safety
important	Reduced automobile use. More active transportation
electric busses	transit speed improvements
Climate Change	sensible, flexible route busses
i think it's more important to expand transit / transportation infrastructure to where it doesn't exist, as opposed to improving existing commercial corridors that have already received investment	A drastically-reduced carbon footprint
School safety, non-displacement	improved coverage in under-served areas
Transportation improvements are the most important.	The car is not going away, Tri-met is unreliable.
Affordable housing and anti-displacement strategies are important, but ultimately these are driven by larger forces and we cannot spend tons of money on them while neglecting transportation.	Better mobility for people not using cars.
school and bus improvements	alternative modes of transportation
Safety	A wider transit network.
Reducing car travel.	Improved bike, pedestrian and transit systems.
Safer for pedestrians and cyclists. Reduce car speeds and aggressiveness	Car-free access
Hot Spots and Safe Routes could be accomplished for very little cost compared to many other issues and has the biggest impact on the most likely to be walking and biking crowds that are less aware than adults - sidewalk revitalization will do the most for walkable livable cities, encouraging pedestrian activities	connectivity integration
all important	
important	
important	
Safety, Walkability	Safer streets
safety issues first	safety, electric buses
that important	better traffic flow.
Accessibility	Fair affordable transportation
alternative travel modes & programs to reduce greenhouse gas emissions	All modes of travel are equality safe for everyone
Building capacity for the future and prioritizing shared modes of transport	efficiency

NONE OF THEM will improve anything except the people who build them!

Good to see consideration for equity and climate mitigation
important

habitat connectivity should be included

Comprehensive network of travel without use of car
Saving lives
Before we expand or improve, we have to maintain what we have.

Safer travel
Safe transportation options

Safety, EQUITY and placemaking
Alternative modes of transportation

Maintaining & expanding current infrastructure.
Are EQUAL in ALL parts of the city
non-auto dependent communities, and equity.

Access to public transit for those who need to use it, locating affordable housing in neighborhoods with excellent public transit options, making dangerous intersections safer for pedestrians, bikers, transit riders and vehicles; limiting carbon footprint of public transit system

a safe, affordable public transit system

Advancing racial equity
Safety and sustainability

advancing racial equity
People being able to get around efficiently

not complicating driving by favoring other transportation mode that are not feasible for the majority

very important

An emphasis on safer pedestrian planning, design and infrastructure.

Better walking and public transit infrastructure.

Giving people safe non-automobile options
safety, transit improvements, climate change

greenhouse gas reductions
safer travel, cleaner air, fewer cars.

Safety. Especially with limited traffic enforcement people are driving too fast and unsafely to make up for sitting in traffic. Especially through residential neighborhoods.

Safer streets and reliable transit options

improved public transportation throughout the region
Investing in safety, better bus service, and providing a regional pass for youth to ride transit.

better bus service in Beaverton

investments in walking, biking and transit
increase car volume roads

Affordable, safe, convenient ways to get around.
fewer SOV trips, slower speeds, reduced emissions
car capacity

Fundamentals of providing attractive and competitive mobility options.

an improved quality of life for the most people.

Need to add capacity and upgrade existing infrastructure for a growing region.

improved navigation through the city

safe school crossings, getting busses to pull to the side of the road instead of stopping traffic while at a stop.

some improvements for all

Make getting around w/out a car safe, convenient and efficient.

Reduction in dependence on cars.

Dedicated bicycle infrastructure to improve safety and attract more people to bikes.

Safer and more connected bike riding conditions.

Safety, equity

Safe, efficient connections

Ecofriendly and public transportation

Ecofriendly

preserving lives

preserving lives

pedestrian safety and evening the playing field for affordable housing and lower income community members.

mobility options for all lower income housing

Safety, community for all, sustainability

Safe and thriving communities

preventing displacement, less driving, climate change sidewalks and bike paths for safety, especially around schools

safety, equity, greenhouse gas emissions

The ones I marked very important.

Sidewalks in Fairview are desperately needed
free alternative green transportation choices.

Providing reliable transportation for low income riders
Safe bus stops, pedestrian walkways, and bike safety.

Cleaner, safer options
Safety and convenience for all!

You need to take drastic measures to get people out of cars. They will complain, but you need to make biking, walking and transit easy, safe and appealing while making driving inconvenient, stigmatized and expensive if we're going to hit the transportation goals we need to deal with climate change and a rapidly growing region

Less driving, more walking, biking and transit

Safe places for pedestrians to walk to work, stores, parks
Moving car and bus traffic faster
BIKES, TRANSIT, PEDESTRIANS
Low fares for students and low income people.
that important

Streets that are safe, enjoyable for walking.
Faster auto and bus movement
better biking, buses, trains.
Meeting the needs of the growing population.

Walking and biking paths that connect to public transit
Affordability and accessibility.

Affordable and efficient public transit
More mobility options for more people.

Safety and connectivity for pedestrians, bikes, and transit
avoiding anything that increases property taxes
Safety and options
Safe areas
Electric busses, affordable housing, and better access to non vehicle transportation.
Safer biking infrastructure
None of them were all that important to me.
bikes, alternate modes of transportation, access to housing

Immediate and massive decreases in driving
better roads
safer streets for all
a good community
GREATLY reduced carbon emissions.
increased safety for all
Reduced congestion/faster automobile travel times.
better and safer biking and walking corridors

the environment, and equity...clean air is equitable, fyi

pollution reduction

Do you have any additional comments about the transportation funding measure or this questionnaire?

Open-Ended Response

How will Metro ensure that the people employed to implement these programs and projects are members of the communities most impacted (those historically and currently underserved and marginalized)? Could they partner with/draw from the Portland Clean Energy Fund model to employ and train people of color, people with disabilities, etc. to implement these programs and projects?

The value of the questionnaire was significantly reduced by limiting some of the comments to fifty characters.

Don't duplicate efforts of ODOT for school routes

I would like transportation funding to be focused on dealing with traffic. Not around bicycles and mass transit. I don't live near downtown pdx so bike lanes and mass transit don't help me

NO ROAD TAXES!!

It's vitally important that we make this a more equitable and sustainable city. Any measure that supports single occupancy vehicles or subsidizes the actual cost that cars inflict on our city (parking, widened car lanes, etc.) should be dropped from this funding measure. We are at a point where we can no longer subsidize car use. We should be spending a huge amount on creating a city that is walkable, bikeable, and connected with great transit, so that using a car isn't required for the majority of trips. At the same time, we should slowly be removing support for cars by removing parking, removing car lanes and replacing them with bus only lanes and cycling infrastructure. We have the money to do this, and all we lack is the will. Things cannot continue as they are today. We should be looking to places like Copenhagen, Amsterdam, Tokyo, and Paris, France. They're making real, valuable, and necessary change.

I think students should have access to school buses and not crowd the public buses

Fix the roads first quit asking for more money

I would like to understand why expanding the Max is a better solution than more frequent bus service, express buses, and new routes.

Thank you very much for working on this.

The roads are so bad I have had major suspension repairs to my car. Traffic sucks so bad I am going to change jobs. You need to fix the roads and widen them.

We need a wide range of transportation choices. Not everyone can ride a bicycle, and even buses and MAX are hard for some to navigate

Always so much emphasis on bikes/peds—there are many of us (aging population!) with ambulatory issues.

It's a start. Sidewalks, improve lighting great. Cutting traffic lanes from 4 down to 2 with a growing city not good. Not everyone likes or will use public transportation.

Streetcars would be a useful tool to better connect our neighborhood that light rail can't reach. Also making neighborhood more walkable by reducing car traffic through neighborhoods.

Why can't local governments do what you are talking about here. Why should someone living in the county's pay for something in Portland or Happy Valley?

We need more highway capacity, I don't think I will see it. Metro continues to waste money on underutilized public transportation. Metro also continues to ignore the majority that have been asking for better highways.

Please create scope for micro transit, free passes for ALL children under 18 and covered shelters for stops

Thanks for soliciting feedback.

Providing safe and efficient transportation options for children and workers is paramount.
I find it very interesting that this survey has no questions about highway capacity. That is not my biggest priority, but I think it is what it will take to get support for this effort. And I do have some sympathy for the view that the package is not balanced.
Centennial school district needs safer streets for students.
I heard that the transportation funding measure had great goals but has been watered down to less than 10% of what could be done. We need change and would vote for more safety and cleaner air.
Don't increase my taxes. Kate Brown has already raised them.
I think we should stop charging for transit, pay for it completely from tax dollars. I have a car but support making car use more expensive and difficult.
Please add more service to help low income people get to work and school.
I think it's important to stop centering cars in transportation conversations. We need safer, better through ways for pedestrians, bicyclists, transit.
Don't gentrify. Don't cause additional harm. Lead with equity!
Be realistic about human behavior when planning for commuting models in Metro region by using more roads for vehicles.
Since I rated most items as 'extremely important', I don't think the survey provides much guidance for making hard choices. It might have been more useful to provide a 'budget' that people have to allocate, in order to see how they prioritize.
Make it more difficult for car drivers to rule the roads. Active modes of transportation need to be the way forward in order to achieve vision zero and to meet our environmental goals.
At the end of the day, it's a good public policy/sustainable planning issue. The automobile's continued dominance of the transportation space cannot physically continue. We must - even if it is politically unpalatable - make adjustments sooner rather than later.
I really hope there can be funds to improve existing bus stops. So many are sub par (no bench, no shelter, waiting in an active driveway) and it really discourages people from the bus. It should be a dignified and comfortable waiting experience.
Need to make using public transportation faster.
I feel that some people think that their losing their roads to other modes of transportation without seeing the people that don't have cars. But that population is growing. And it makes people healthier.
Help fund and push for zero emissions fleet transition in T2020 bond package and force Trimet to stop purchasing diesel busses and increasing fares.....we need to get folks out of cars and onto efficient public transit given the climate emergency....no funds for airport expansion support as well.....this is a critical year for bold changes to reduce 40% transportation emissions in oregon along with serious pollution in transportation corridors that impact frontline communities and vulnerable populations.....
Invest more on Transit stations that communities of color use and other communities use. ex: investment at Parkrose Transit Station.

Provide bus service within walking distance in West Portland Park nbhd.
No
We need additional lane capacity. Any measure without it, does nothing to fix congestion.
We don't necessarily need more of anything - just use what we have more evenly throughout the time periods - change when we do everything by spreading over time of day
Make transportation affordable please
These were leading questions. Why no inquiry as to whether new taxes are welcomed?
Highway 43 between Portland and West Linn is a critical transportation route. It is in dire need of upgrading and providing safe walking/biking lanes for the citizens to the south. Safe biking lanes would encourage more people to bicycle along that corridor.
For this bond to pass, it's important that everyone understands the benefits and the true costs. For example, will the bond replace other bonds or are there retiring bonds that will drop off property owners' plates. Know what is happening to incomes and how much this bond will affect household budgets. The bond must be fair, not levied on just a few. Consider decoupling the Marquam Hill connector from the SW Corridor project and getting OHSU to fund a larger portion of the connector - the cost is risking the rail project.
Can we do things that actually improve transportation for ALL and not just students or pedestrians?
full time public service personnel and public restrooms are necessary at major transportation hubs.
Lack of public bathrooms is a huge issue for people getting around on foot and bus, especially the elderly. My mom used to suffer from it, and now I too find it very troublesome. Include bathrooms in your planning.
stop wasting public funding on unnecessary projects, especially when it comes to reducing lanes/roads for bikes and bus. our local govt needs to be more proactive and not reactive when congestion is becoming a priority issue.
When money is provided to communities lacking sidewalks you are immediately changing a community for the better. More walkable areas immediately change the safety and make the area better.
There are mile-long (!!!) stretches on 99E without any crosswalks. We need major investments to make it safe for bike/peds. The answer is NOT to install 'safety' barriers to prevent crossing like they did near Tacoma/Johnson Creek. Shame on ODOT for not fixing the underlying problem. Less money on road widening, more on bike/ped infrastructure, please!!
I just want to take my kids out on safe bike rides. The cars cross into bike lanes all the time, so I only let them ride on paths that are protected from cars
Just hope you also do a much better job improving freeways. Hate toll roads that will push commuters off freeway and into West Linn.
Yes, maybe you be more efficient with the massive amount of gas and property taxes you already taking from taxpayers.
Support rural transportation, though not necessarily bus. A minuscule amount of public transportation money is being spent there

need a density of public transport that cuts travel times to more areas
work in clackamas Co.
The city has been ruined from autocentric urban planning decades ago and now through vulture/rentier capitalism caused gentrification. Opening up urban space currently squandered on cars (including electric cars e.g. parking) will allow rebuilding of civic treasures etc. Taxpayer citizenry deserve direct democratic say in what our urban habitat consists of and how our built environment functions. We need a rail line that crosses beneath the Willamette and one that goes into Vancouver.
Have suburb to suburb transit, not everyone needs or wants to travel downtown if that's not their destination. It also adds a lot of time to trips, making them less appealing than just driving a car. I would like to see the old proposal of a bus route from Clackamas Town Center to Washington Square actually happen.
50 character limit is beyond stupid for this survey
My life does not work with public transportation. It is unreasonable and irresponsible to consider impacting non-public transportation riders to move empty public transportation vehicles through areas. There needs to be a balance, transportation that clears the roadway while exchanging riders, so that private vehicle can proceed v. blocking of roadway so no vehicles can proceed. For a transportation system to self justify the rider benefit by slowing down citizens that can not afford, time wise to ride public transportation is a crime on society. Don't get me wrong, I do ride MAX and bus some times for special events but daily driving with school drop off, work travel, school pick up, swim team practice, science fair, etc... just doesn't work with public transportation. Not sure if you folks understand the importance of keeping ALL traffic moving. Thank you
biking, walking, safe clean transit
Include hand-cycles and recumbents , remove seats on Max and Amtrak , do away with the short bus and make public accessible for all.
connecting Oregon city with a train
Speeding is killing animals and endangering people: Those electric signs which tell how fast you're going are excellent solutions. And if you're really serious about stopping the speeding: Put a speed trap right after the sign. More speed bumps everywhere. Add roundabouts instead of painted metal poles—those little poles are charmless.
Consider fareless transit!
The world doesn't care about the safety of cyclists. They need a safe place to ride to/from work or for fitness without the fear of a car going 55mph hitting them. Scenic bikeways should have a dedicated bike lane.
Number one priority should be to transition to no-fare system
Net ridership is down since opening two new MAX lines. Why invest in more trains when buses can be more effective even when factoring their impact on traffic? They're more flexible, too. But I'm not the expert, just a rider.
Fully in support! Thanks for all of your hard work and investing in the region!

Please do something about the stretch of Hwy 8 between Hillsboro & Cornelius - 17th Ave by WinCo Foods all the way to Campbell Carwash on 26th Ave. There have been MANY deaths, most, directly having to do with the Trimet bus stops (10 or 12 stops in all). There are NO crosswalks, minimal sidewalks on either side, VERY poor lighting, and only ONE Trimet flashing notification light, and NO covered waiting areas. ALL stops should have flashing notifications for bus drivers awareness, covered areas that are FULLY lit for safety at night. With the future boom in population to happen in Cornelius in the VERY near future with atleast FIVE new neighborhoods currently being built between 17th Ave near WinCo and 20th Ave / Susbauer on either side of Hwy 8 this is EXTREMELY important.

You should include questions about the priority of protecting nature when making transportation investments. So many. This survey is worded in a way that makes me feel it's aiming to validate work already done. Where is vehicle congestion? Long lines at red lights? Highway congestion? Those are regional congestion issues, too, but aren't reflected here.

Questionnaire feedback: 1. It would be nice to have the programs relisted when asking which felt the most important (I just clicked 'Prev' to see them); 2. Please specify when there is a character limit on a free response question. Excited for this measure to pass ~ Thanks!

I live in eastern Happy Valley with limited bus service. Hope to see the schedule increase in this area.

DO WHAT THE PEOPLE WANT. The "represented" people voted for NO MAX Orange line. Government did it anyway. That's not how it's supposed to work.

Max express routes would be beneficial for people who live outside of the Portland/downtown area that are trying to commute to work without having to be in the transit system for 60-90 minutes vs a 30-45min drive. Extremely discouraging to take transit.

New buildings without parking is not a way to force people into transit, it just creates crowded overparked streets. There needs to be better balance.

The demographics questions are not allowing newly arrived to see themselves among your people and programs. We are new as refugees or immigrants. you ask about disabled in our household but we do not have shelters at many bus stations; it is rainy here in Portland.

I'm voting against the measure! Time to ABOLISH Metro! You didn't speak for the people who fund your existence!

Make public transit free for everyone!

Metro should focus on their original charter - transportation planning for roads. Not taking our money for all your pet projects. Get out of housing, low income services, diversity spending, etc.

Extend MAX from Hillsboro to Forest Grove

More buses in SW neighborhoods with cross line connections.

Quit wasting money on expensive bicycle facilities that aren't being utilized
hook the green line and orange line in clackamas

Portland metro is exploding in population and according to HUD it is going to be even much worse. I don't see any street or high way improvements similar to large metros in the US such that people are able to buy affordable housing in remote communities and still being able to commute to work within reasonable time. This makes housing prices sky rocketing. The current routes are exploding in traffic making even living close to work a horrible experience. Many people are willing to live away from the metro as long as they are able to commute to work. At the same time pollution levels are rising within the metro. Commuting between the state of Oregon and Washington continues to be horrible. Many people are willing to live in Washington and work in Oregon if the traffic is not so horrible. I'm wondering for how many more years we will still see the horrible commute/crossing from Washington to Oregon or the reverse!!!??? Am I living in a third world country???

Do not under any circumstances purchase or add fossil fuel/diesel burning vehicles to the TriMet fleet. That is an unconscionable idea given the climate crisis we are in.

I would like to see true connections for inner Portland neighborhoods, and not just all buses going downtown first, say if you want to travel from Alberta in NE to Division in SE by bike or bus. That feels very fragmented and parts of the route are unsafe now. I'd also like to see the department actually enforce the rule of no parking for 10 feet up to an intersection. Paint the streets yellow near an intersection. This is part of what is making pedestrians so unsafe. Cars have to pull into the pedestrian crossing (marked or unmarked) to see around the cars that are parked so close to the intersection that they can't see past them. If this were enforced, pedestrians and bikes would be much safer.

Please focus on the consistency of pedestrian access, and grade-separating bicycle paths. Turn WES into a new MAX line, while we're at it, and run streetcars down Sandy, Division, Powell, and Sunnyside/Harmony/Railroad Blvd. Or at least a sidewalk on the latter.

We need hundreds of miles of bus-only lanes, alongside *physically protected & separated* bike lanes!! We need to create attractive, dense, diverse, walkable communities, so that we can GREATLY decrease the percentage of trips taken by private auto!!

When I ride my bike to work, I really appreciate it when the Street Cleaner has been by and there's no glass in the roads.

Increase more transit options. Don't punish those who can't bike by decreasing road capacity while maintaining bike options. Educate people about the ease of using transit.

Would love to see more lanes added to freeways and roads over any other improvements.

Get people out of cars

It is good that Metro is engaging communities when planning this transportation measure. It is even more important that the community feedback remains in the policy outcome.

I will be voting no on any bond measure.

Single occupant vehicles should not be the priority for our future transportation investments. Expanding and improving public transit, biking and walking should be where the investments are focused.

More hiker, biker, equestrian trails (multiuse) to get people outdoors and active. Fix the bridges. Fix the congestion.

Spread funding projects across all three counties. Not everyone works in Portland. No questions on priorities for where money should be spent. Waste of a survey. That means it is already determined. That is not a good use of public input.

I look forward to the day that transportation is not my number one barrier in making decisions on where to go. Secondly, I'd like to see more park and ride locations for MAX access. Thirdly, I'd like there to be an express route for MAX commuters (i.e. a stop every 10 current stops) for commuters traveling a long-distance.

I hope that all new buses are electric - no half measures on the climate.

Improved transit that is more accessible and efficient/timely I believe has the potential to encourage more interest in commuting by transit, the more people we can get to stop commuting by car, the better. This will benefit the region's environmental & air quality too. It's also very important to reduce pollution associated with buses, all electric buses would be great, if that can't happen, at the very least ensure all buses are run on bio-fuels outside Multnomah County.

Portland is doing a fantastic job of adjusting to future population increases which will and are being addressed.

We need bike routes separated from traffic like Germany has.

Why isn't there a rest room at the end of the Orange line at Park Ave?? I am sick of seeing guys peeing because Metro and Trimet were stupid

This measure should be funded via a regional carbon tax. It should also include an equity dividend for low income households, of, say \$500 per month. The carbon tax rate should start high enough to fund that and the transportation investment package, and then increase as needed to reduce GHG emissions to the target level (near-net-zero) by 2030, the date by which the leading scientific consensus agrees we must reduce our emissions by to avert the worst consequences of climate change.

we should not invest in fossil fuels any more

We need to electrify and decarbonize transportation to avoid costly climate impacts like storms and flooding while providing equitable movement for all.

Thanks for asking! The sooner we act to fight the climate crisis, the better - we've got to mobilize before it's too late. Rip the band aid off of carbon dependence/car culture, so to speak ;)

Reduction of greenhouse gases is the only thing that matters. If we do not solve that with such things as electric vehicles, and renewable energy sources, nothing else matters.

Drivers are the biggest risk to the safety and health of people who live and work in Portland. Most drivers prioritize their own convenience at the expense of others' safety. Thus, it is essential that Metro invest in streets that are safe by design for people walking and biking. Even better, streets that are clear of drivers and dedicated only to walking and biking are the safest.

last question on prior page intended to say, "benefits for low income & minority communities increased safety for all communities." Too bad it was limited to 50 characters.

I think that subsidized fares for students should be need-based, not an entitlement

I think you missed the bus (no pun intended) by not targeting rider safety, specifically on Max.

We need to do everything possible to reduce carbon footprint, including moving as quickly as possible to electrifying the bus fleet.

I use the bus to go to work. I promote bus ridership. Public transportation is important to civil society, environmental health, livability of our city.

Please fund programs to improve connectivity for wildlife (including fish) not just humans, and consider stormwater runoff/impermeable surfaces reduction in project planning

Public transportation is important but CLEAN public transportation is even more important.

Please respect the natural world with any changes made.

Try express buses along major corridors. Make the busiest routes not milk runs.

public transportation should be accessible to all regardless of money

"Anti-displacement" measures need to take a multi-generational view. Make investments in permanent affordable housing infrastructure that will preserve housing opportunities for future generations. Buy land now along transit lines for affordable housing, even if we can't build on it immediately. Be proactive and aggressive in buying existing housing where renters are vulnerable to displacement, in order to protect those housing opportunities permanently. Couple transit investments with housing investments now. Don't wait until after new transit goes in, and drives gentrification, before buying land and preserving existing affordable homes.

Please push for electric buses - the exhaust and noise greatly affect quality of life downtown

Please work as quickly as possible in making the switch to electric vehicles.

please work with Lake Oswego and West Linn- there is no efficient access to areas around Portland or the airport.

Funding needs to go toward providing safe accessibility so that everyone can reliably get to school and work without having to choose between that and eating lunch. As we move toward climate resolutions, it is imperative for us to remember the impact of transit decisions on the climates of black and asian communities. We also need to put safety first, a reliable bus doesn't matter if I have to cross a highway to get to the stop. Making sure that every stop is safe is the only way to ensure accessibility: if my friends in wheelchairs, with babies in strollers carrying groceries, or my 100 year old grandmother couldn't wait at that stop, it is not accessible.

Rethink spending millions "fixing" the Rose Quarter

Fix the roads!

we need to make public transit so desirable that people get out of their cars!!

I think bike people cause road rage by not following road rules, ie not stopping at stop sign, riding to close to car in front of them, riding down middle of street. Bike rule education a must. Freeways need to be expanded.

50 characters is too short. My answer to the above question is: Increase the number of bus stops by linking areas with sidewalks

Focus on the basics. Chasing projects not directly related to transportation will only make other projects take longer and reduce their funding. Cities and counties should be concerned with city improvements and housing.

Fix the roads for cars. No new taxes.

I appreciate you starting to run things through an equity lens

Really would like to see the Rose Quarter Expansion stopped.

Define greater Portland area

Where is the investment in North Portland?! Getting from N. Portland to other parts of the city is increasingly difficult. Can we create a better bike route (through Swan Island?) from St. Johns to central city?

Stop trying to push all of us on the buses. There are reasons we can't do it!!!! The town is turning into gridlock with lanes being taken away from the roads!! Buses are NOT the answer!

We need improved safety for cyclists

Traffic and Safety laws on the books need to be enforced and not ignored by local and state law enforcement. You want safer roads, hold those using the roads accountable and not just when an accident is caused. Bikes and pedestrians are just as at fault as drivers and need to be held accountable.

Just hope you can help with 99W

It's vague what concrete benefits the measure will deliver to address the transportation needs of the region or by when; looks more about safety

Metro needs to push Multnomah County Roads to address the severe safety problems in the west hills. The roads are crumbling, there are zero facilities for non drivers(sidewalks, bike lanes), and the speed limits are dangerously high. To add to this there is little to no public transit availability. The west hills deserve safe options too. Right now due to the dire state of the roads even driving a car isn't safe.

Expanding on the "... results in ..." question: Four things: (1) my time in traffic doesn't worsen, (2) my riding transit often goes from laughable to likely and appealing prospect, partly from transit becoming both the popular and sensible thing to do, and (3) everyone can point to a thing -- a sidewalk where there was none, a widened sidewalk as a wide bike and walking path, a bus shelter where there was none, a sequence of off-street bike and walking paths paved with ramps and/or stairs and blazing its way across the region, a bike and walking bridge over an expressway -- and say, "Our Metro bond tax dollars at work!", and (4) any one of these specific local (road, not highway) bridges (i) from Portland to Hayden Island and Vancouver that would deflate need for the Columbia River Crossing, (ii) from Lake Oswego A Avenue to Oak Grove so that there's a bridge about mid-way the long distance between the Sellwood and I-205, or (iii) from Wilsonville to Charbonneau so that I-5 isn't the only friggin' bridge crossing between Oregon City and Newberg. (4) is important because Metro seems to have clout to convince other agencies, cities, and counties and -- with some money dangled as "matching" or to sweeten an agency pot -- pull off any of the three in a region that's long outgrown its few crossings of rivers. In short, I see Metro cajoling, persuading, and enticing the cities and counties to spend money to improve transportation, especially in ways (1) they've already planned for but lack money for or (2) suffer from inertia and parochialism and need an outside actor to weaken their excuses get them to build what they say they would -- especially walking, bike, and transit stuff.

With the area's livability issues, this measure should deal with necessities and not wish list for all things.

Can Washington County quit building such ridiculously huge roads. And then build some bike paths on the some of the country roads out here that are filled with bike riders?

Stop raising our taxes!

Electric bikes - we need planning to start addressing this.

No new taxes... period

While my paramount concern is addressing climate change, we must do so in a way that is equitable and prioritizes areas that have traditionally been disadvantaged by a system that has historically worked to meet the needs of the white and well-educated.

There should be absolutely no more funding for auto access, circulation, or capacity. We need to plan for a world where the threat of climate emergencies are real and the majority of people are able to live, work, play, and access everything they need in their daily lives without stepping into a car.

Take a serious look at river passenger ferries. See www.frogferry.com. The pathway infrastructure is already there. This is such a no brainer to leverage the rivers. Willamette for certain and the Columbia with terminals on the Vancouver side to get daily commuters out of their cars and on the river to terminals near MAX on the Portland side and to numerous terminal locations in downtown Portland. Pick the low hanging fruit that doesn't require massively expensive land (road) development. Unconscionable to not pursue this mode.

Shut down the expensive Wilsonville train

Do not spend money and resources on Airport way and the Sunrise Corridor. Those investments will lead to additional CO2 and extra capacity for single-occupancy vehicles.

Stop wasting money on toys and start building roads. Your job is not to change the way we travel, but to enable safe and efficient travel however we choose to do so.

For many people cars are the only practical option. Investments in safe and efficient movement of automobiles is essential

Stop raising taxes !!!!

Keep fares low or make it free if you really want it used. And serve outlying communities longer hours a day.

Metro is doing an awful job of urban planning. We will be the next LA. Overcrowding, no natural land left and overcrowded schools and streets. Cant wait to move out of an area I used to love living in thanks to what they've done.

Please force homeless and garbage collectors off of public transit

More buses!

Please help rebuild paper street trails.

Stay in your jurisdiction!

My observation is that much of the traffic congestion in Portland is artificially induced. The city is not big enough to justify the type of traffic we have. Part of the problem appears to be caused by drivers who don't understand basic driving procedures (e.g., keep right except to pass) and another part of the problem compounds the driving procedures - terrible road design. For example, it is impossible to guess when and where lanes will be added or removed. Perhaps some logic, and even usability testing, could be applied as new roads are designed and existing roads are maintained and updated. Lanes that shift in the middle of an intersection make the road less safe. Lanes that end immediately after an intersection cause unnecessary congestion and result in some odd driver behavior. Add more right turn lanes. Some of this type of thinking at the basic planning and engineering levels could mitigate a portion of the congestion which would cascade into areas this survey did ask about (bus reliability, safety for other road users) without punishing drivers unnecessarily.

scared to death about riding the buses

transportation funding measure? the first two guiding values are: Improve safety for everyone /Benefit communities of color Hold on here -our region is 81% non-hispanic white. Is this a bond measure directed at specifically benefitting people of color - because it did say "improve safety for everyone" Pollution and economics are WAY down the list - but from where does your funding come?? A look at TF2 and the professional politicians and community orgs definitely stand to reap rewards from Property Tax Payers .

Live in Clark County, work in Clackamas County

Thank you for your work!

Budget crisis and we are wasting money on this

I'm concerned that the investments don't go far enough to result in addressing the climate crises. I think more investments need to be made to effectively reduce the region's carbon footprint, while also addressing safety and equity.

No new taxes, please.

no

Yes, What has happened to the pot hole funds that has been sold to the area taxpayers? The roads where I live are atrocious. The pavement condition is unsafe and hard on cars, wheels and tires!

There is no such thing as "pedestrian infrastructure." Amenities labeled as such are really "car infrastructure." Pedestrians can walk around just fine without any special projects or accommodations. It's cars that are so damaging, so space-inefficient, and so dangerous that they make it necessary for all other modes of getting around to need additional measures to be vaguely safe and usable. Crosswalks are car infrastructure. Bulb-outs are car infrastructure. Protected bike lanes are car infrastructure. Rose lanes are car infrastructure. What we need is people-first infrastructure.

Ferry system, surrey transport,

The bike bridge proposed for Oak Grove is a terrible idea. Too much infrastructure in a stable, pedestrian neighborhood.

Based on this survey, the funding measure seems to be specifically addressing problems affecting the smallest populations within the region, and negligible changes for everyone else. The funding measure would be better classified as "urban livability and safety" than "regional transportation".

It is time to stop funding new roads and new car-based capacity, when we don't have the financial resources to maintain the ones we already have. We need to dramatically increase investment in options to bike and walk, particularly in our cities and urban unincorporated areas. Before we spend a half billion expanding I-205 we should invest in options that fight congestion by getting people out of cars and reducing car trips. Expanding 205 will just lead to new congestion in other parts of the corridor and will eventually just result in further pressure for sprawl and more congestion. We should toll 205 and 5 before expanding them.

There is plenty of money to fix are roads. the people in charge need to do a better job of allocation of fund for are roads.

Would like to see a shuttle from end of Max green line to Clackamas County red soils campus.

Why is there nothing regarding increase in bus frequency? Also, there are a handful of major employers in the suburbs (nike, Intel, etc) who have workers in the city that will never take public transit because of the amount of transfers and overall inefficiency in routes that lead to these KNOWN destinations.

I hope you guys aren't considering another new tax. I hope this is going to be forged out of the taxes we have already voted on for you and that you are already taking out of our paychecks.

I have seen what PBOT has done with my "federal" dollars destroy my Saint Johns access to Jantzen Beach. The people who have been ran over were NOT WEARING articles of clothing OR WALKING where they should have been. Last weekend a man ON HIS CELL PHONE showed NO REGARD for the 5 crosswalks he could have used! Additionally I have to watch the BUMPS as I drive that I noticed I paid NO/ZERO attention to the sidewalks OR CROSSWALKS because damaging my vehicle was my immediate thought. DON'T KEEP MAKING BAD CHOICES BECAUSE STUPID PEOPLE KEEP MAKING BAD CHOICES.

Please fund our roads. We all deserve to get service not just areas near the cities.

residents/citizens of areas affected by state highway projects must be a part of the decisions.

No.

Care more about people's lives, their accessibility due to disability, and not on saving time and money. Don't cut corners. Get the job done right for the right moral reasons. Extend transportation so all can assess it.

Make regional and local traffic patterns more logical and straight forward.

Be bold!

Metro has badly failed our area by providing no oversight in the development of huge suburbs which offer no services nor employment, and will never be very accessible to transit due to their configurations. Beaverton, Tigard and Hillsboro repeatedly ignored concerns of citizens in these areas, and now say they are 'surprised' by the levels of traffic noise, congestion, pollution. It's a disaster.

Funding for bikeways and car free streets are extremely cost effective and induce the right kind of demand and increase quality of life.

Everyone wants less congestion but in the suburbs, support for projects that emphasis alternate modes of transportation typically raise community confrontation. I'd like to see project choices that laser focus on cost /benefit of some of these alternate modes rather than a broad brush application of alternate mode on all communities.

Focus on road capacity

Yes but I will send them in

Thank you for focusing funding on transportation projects that are not car centric. These projects should discourage people to drive in single occupancy vehicles.

I feel there need to be more efforts in connecting the outer regions of Portland to each other, just as much as they are connected to Portland. It is frustrating that there are few options to get between cities, without having to take an extra hour or two to go through Downtown.

Already have too many bike lanes shrinking lanes and slowing down traffic giving us poor gas mileage.

The future is not in cars. Plan for density, ease of walking and biking. Some of what you ask about seems like it's really loaded. I don't actually know what the implications of a choice are. Overall, if we increase truck and car traffic, that's a failure. If we increase bike traffic and buses that's a win. The future is already here - we can't pretend it's another 20 years out.

More roads on westside

Improve/expand highway capacity and reduce traffic/congestion by improving flow (not only by mass transit), or expect this to fail.

Fund more roadbuilding in the developing areas

Don't fuck this up

I really appreciate being given the opportunity to comment and share my thoughts. Will there be similar opportunities for other initiatives the funding measure will support?

Continue on a path toward GND

My home town of Pittsburgh uses light rail but also busways. They seem to work well. I'd like to know if they are a consideration here. Costs v. rail?

Don't give up on cars. Most electricity that electric vehicles use comes from fossil fuels.

I use the Tri-Met app to plan bus and MAX trips. Could the streetcar routes be connected to this planning tool?

Our housing and climate are both in CRISIS, and less privileged people are most severely impacted by both. Transportation planning which is intelligent, agressive, with a long-term view and not weakened by political cowardice, is crucial to immediately and in a lasting manner impacting both crises.

I appreciate how inclusive this demographic section is.

I would like to see new transportation technologies represented in the available options.

When counties and cities approve housing developments that number in the thousands, south of Cooper Mountain for example, the developers should be responsible for paying for more road instructure, not the existing homeowners.

Bike infrastructure can only help inner Portland residents with certain job types and no kids, mostly. Please look at the whole. Support everyone more fairly.

As I've always said- only the developed and highly connected public transport network is a proven working way of a reducing carbon footprint and providing safe access to colleges, universities and schools - its a disgrace for US that no buses are provided f.i to pcc rock creek or to other locations on Sunday- how a students and local people are supposed to get there or from there in case they have no car or driver license? Even in some 3rd world countries there is a 7-days a week public transport

No plans for improving drivability

Make everyone pay for the service. Enough with being soft and political correct.

No

I know a lot of people are complaining about funds going to walkability, bike ability and sustainability, but we need this now more than ever. It is time to push people out of their comfort zones and become more sustainable

Look at Farmington road (hwy 10) between Kinnaman & 198th

MAX has cost billions and has not really helped with traffic. It's a failure. Please do not waste more of our money with it. Instead, improve and maintain current roads, and make plans to build new ones. It's obvious that our preferred method of transportation is the automobile. Don't fight it - work with it!

Better mass transit is an absolute necessity

Fix the roads for cars. No new taxes.

You have not proven you can be good stewards of the money you receive. Stop stealing and forcing terrible solutions on everyone.

Don't spend it all on studies that don't result in action

Thanks for asking. I really hope we reach Vision Zero soon, and that the bus will be a ready option for the majority of people the majority of the time in the future.

Safety. TriMet traffics drugs, gangs and leaves it undesirable. More security and fare inspectors.

Why include transgender in the gender question? You're asking what gender people are. Not if they're cis or not

Don't pass more bond measures that taxes citizens and businesses more than what they pay already.

Stop wasting money for a small percentage of the population

where is the consumer contract i keep asking at stores and getting we dont have it .

This is another waste of Money what did the survey cost and what else could have been done with this money>?

Traffic is a nightmare that is causing us to limit going downtown, and to probably move out of the area when we retire.

Take care of auto. drivers!

Any funds from taxes, fees, tariffs for transportation, Must go to transportation.

Please invest in roads to better move cars in the region! We should build a highway bypass outside of Portland to unclog I-5 All Highways should be expanded to include a carpool lane like most major cities have The idling is car engines stuck in traffic jams is causing a lot of pollution Also, enforce illegal homeless camping in government property and enforce the environmental damage of the garbage polluting waterways and soil around these illegal camps!!

Metro can consider the wellness of its stakeholders in its daily practices; how can you reduce stress in the urban environment?

Good quality of life for increased growth

Please do more genuine BRT, signal priority, bus lanes, expansion of MAX (beyond just SW corridor). All new buses must be electric. Also off- road bike/ped paths.

Better connection between Wilsonville and Sherwood. SR 18 perhaps

Don't fund any highways! Keep the focus primarily on transit and pedestrian safety, secondarily biking.

I love Max, but we don't have local transit to get from home to the Cleveland station. If I walk to a bus, I'm too tired to do anything when I get to my destination. When I can't drive, I won't be able to use transit either.

People that do not live in Multnomah county feel forgotten and ignored. But pay the same amount in taxes anyway. Oregon is headed for a crossroads when it comes to treating all citizens, Demo., Republican, or Independent the same.

Road surfaces are in extremely poor conditions all over the greater Portland metropolitan areas! These need fixed asap! Where the frak are my tax dollars going!? To take away lanes for bicyclists whom don't pay registration fees and thus no funds to the roads they use!? Get your act together or we're voting ya'll out!

Fix the road for cars. No new taxes.

Trimet needs more enforcement. turnstiles before entering the trimet platforms. police on the trains.

Respect the needs of those who are forced to commute from miles away because that is the only place to access suitable, affordable housing. End the war on cars.

Since I am concerned about the pressure that Metro is receiving to widen highways to make it easier to drive, please prioritize the ability to travel by walking, biking and riding transit.

More convenient bus/MAX connection times would let me leave my car at home on work days. Waiting 25 minutes for a bus at a transit center, or alternatively 10 minutes on a dark and rainy downtown street corner with no shelter are my current options for homeward commute from Hillsboro to SW Portland. Total time exceeds 90 minutes. No wonder people drive!

Please do not let moneyed interest dominate the conversation on what needs to be done. So much of the decisions made in the past are for rich communities and equivalent funds have not been spent on low-income residents.

It's vital that any transportation decisions DO NOT support and incentivize fossil fuels, sprawl, or individual motor transport and DO support and incentivize walking, biking, public transit, and similar solutions that will lead to neighborhoods and communities that are safe, thriving, and work well for people, animals, and the planet.

Improving and encouraging more people to walk or take mass transit.

Would like to see increased investments in regional trail connections. Do not support the proposed trail over the Willamette in Lake Oswego/Oak Grove. That funding should be used for other trail connections and trail priorities.

When I was pregnant over the past 4 years using transportation was much more challenging.

Public transportation is very important. Make it convenient, affordable, safe and eco-friendly. Thanks

Complete, free service is needed to reduce traffic and improve life

Why do your surveys never measure how people feel about the para-transit services (LIFT) that TriMet operates? That's MY public transportation.

I support all measures to improve the area and our way of life. We are one of the last holdouts of humanity, we need to strengthen ourselves.

We need a leap here. There are too many private vehicles on the road; we need to decrease them and dramatically increase shared transit. We need a subway under Division, not tinkering with buses there.

The cost of public transportation versus the efficiency of it is not very worth it in my opinion.

These options are a gross misappropriation of public funds.

Even though we pay tax for mass transit and live within 10 miles of downtown Portland, we must take a car to get to a bus or max. We have no sidewalks and no bus service within walking distance. Stop using money to narrow our roads = like NE Glisan and E Burnside and widen them so cars and buses can get to their destinations. Provide dedicated roads for bicycles that are separate from cars, buses and trucks.

Better roads for all vehicle traffic, not just bikes and buses.

A good transportation system should move people quickly, safely and efficiently. Social justice is very important but should be left to government to address.

Why no options for improving road capacity?

I do not support any freeway lane additions, whether "auxiliary" or not. Do not widen Barbur, put LRT in place of one existing travel lane. Build social housing at LRT stops.

Put MAX under downtown Portland

Please use a continuing quality improvement strategy to see which programs are effective and which aren't to stream line the process and invest in effective measures for the community

I live in st Johns and walk and use public transi. It is difficult to cross Willamette or Lombard, as many cars do not slow down nor stop for pedestrians. There needs to be more signals that a pedestrian can access by pushing a button to turn the signal on.

I don't want to pay for the SW corridor plan. Folly
need more frequent service on 88 - use smaller more fuel efficient vehicles.
Stop asking me for more money
No more tax increases. Quit doing things to help homeless, people in poverty, unless they are truly contributing to the community.
Don't assume that all transportation can be by bikes!
No Light rail, Massively expensive for the return. Invest in bus networks instead
Restrict the funds for infrastructure repair only.
All your plans, surveys, and new taxes are hurting low income people like ourselves. I am seriously considering moving out of Metro because I can't afford it here anymore. Stop thinking only of well-off, privileged, white people and include all of us.
No more taxes.
Fix roads, fill potholes, no more taxes.
Please stop taking away lanes of travel to outer East-County! You are killing our arteries!!
Transportation funding needs to go to improving freeways and roads. Metro spends too much money on non-transportation issues and consistently ignores road improvements. Yet keeps asking for more money!
It'd be nice if Metro engaged in more realistic planning and demonstrated better stewardship of public funds. Can't say I have much trust for the organization, and I'm not anti-government.
Why do feel it's ethical to ask for more more from Oregonians, we are tax into the poor house from the State Legislature as it is.
There needs to be a focus on transit options for the south end of the region. We have few options like Max near us.
We need a westside bypass, please, please! Traffic is terrible. It takes 45 minutes to go 11 miles from my house in the country to the doctor's. Cornelius Pass is overloaded with trucks.
Funds collected in Clackamas County should stay in Clackamas County for local road projects and not finance projects in Multnomah County. NO TOLLS ON ROADS
Be bold. Don't cater to single passenger vehicles. Roads are for movement of goods and mass transit, not for single user vehicles
Quit spending money for bicycles! Not everyone can ride the bus or a damn bicycle!!!!
Buses need interconnections between routes that go to central Portland so that you do not need to go downtown and then out again to get to your destination.
People need cars. Jobs are in the city yet Portland really not open to that. Most of the people in the area live outside any mass transit and would take us most of the day to use it to get to work. Please be considerate of us.

Need more parking along Orange max line. Need a bullet train (fewer or zero stops) from Clackamas county (Clackamas Town Center transit center) to downtown. There is plenty of parking at Clackamas Town Center.

Maintain our roads for cars. Quit trying to force us out of them. Our taxes are already high. Work with what you already take from us

Promote transit and bike transportation more effectively and initiate a subsidy for ebike purchase and use
Quit wasting our tax payer money and quilt constantly charging us more taxes.

Racial economic justice needs to be at the forefront of every decision made.

I know it's not a priority but I still think wi-fi on MAX and buses would go a long way towards helping commuters choose public transit over driving

Improve traffic flow for cars to lower greenhouse gases due to congestion. I do not support cycle tracks to accomplish this, bike lanes yes, not tracks.

how do we lessen the perception that someone on a bike is not contributing to these measures? There is a stigma that cyclists don't pay taxes

Typical Metro questionnaire. It is fashioned for a result that you want. Who doesn't think moving the paradigm towards electric vehicles isn't important, but the bigger priority is having a world class transit service that is so frequent and so reliable that people will actual ride it. Safe routes to school is a great program but maybe it needs to be accomplished primarily at the local level so that Metro with it funding measures can work towards the big expensive things. I think Metro with TriMet needs to study world class transit systems that focus on moving all people.

While gathering and commerce centers are important to growing a region, so too us how we get there. I feel the latter has been given second fiddle for too long. New ideas should be explored.

Please focus on communities of color/equity

Yes. This questionnaire shows the huge disconnect between what the bureaucracy is doing and what the average citizen needs. It also shows profound ignorance of the facts. You cannot fix traffic jams buy spending billions on light rail or tolling freeways. There is no mention of spending money (less would do) on roads, buses and practical solutions. Transportation management has to be separated from other issues. Oregon isn't going to solve climate change, prejudice, or any other issue with transportation policy. Look at what is really needed for transportation only and how to accomplish it most efficiently. Listen to all citizens.

fund through business taxes

Quit with your pet projects, use OUR money wisely

Focus on the freeways and major arterials
Make it so transit, walking and biking are the best options for getting around. We are tired of being forced to drive because there aren't good alternatives.
Please make the measure large enough to matter. Please use technology neutral language for buses - who cares what propels them, as long as it's low/zero carbon and low/no emissions.
Based on the cost of light rail and the lack of people using it, I don't see expanding light rail as a viable option. Most trains run with few passengers unless it's early morning or between 5 and 7 evening.
Thank you for reaching out and gathering the input from members of the community.
Invest in neighborhoods equitably
No new taxes
Why do we need one additional layer of Government (METRO). What does METRO employees cost the region? Why does METO never try to help with roads where 90% of the area commuters travel?
No toll roads.
No more light rail. No freeway widening. Yes to increasing safety for all roadway users including drivers, cyclists, and pedestrians. Yes to prioritizing bus service.
No new taxes. We've already paid enough for the supposed problems to be solved.
Spend the money in proportion to the citizenry. The vast majority of people drive automobiles, yet it seems that most of the money is spent on buses and bikes and light rail. Like, why does I-205 only have two and three lanes for most of it?
You only asked if we thought funding would help. You didn't ask how to implement it. Coming to agreement with neighbors is crucial (before ruining the roads like Capitol, Beaverton Hillsdale Hwy, and Glisan). Those roads have been made more confusing and dangerous than previous, and expensive to replace all the bulb out poles. Taking away traffic lanes in busy areas was insane. Overpass pedestrian bridges are better than crosswalks.
Your questions are very skewed away from those that drive and do not use public transit, walk, or bike. Even though the vast majority of people drive most of the time.
none at this time

No more Trimet! I feel like this keeps getting shoved down our throat's and nobody wants it. Expand and fix the existing infrastructure and plan for growth. Stop forcing us to use a motive transportation that has proven to not be with the majority wants or needs.

I notice there's no mention of a funding source. I hope you're seriously considering a regional carbon tax as the funding source. With the failure of the Legislature to take meaningful action on this topic, it should fall to Metro as the next possible government that can make the largest possible changes the quickest in Oregon when it comes to reducing GHG. We have a global emergency, and must achieve net-zero GHG emissions within ten years if we're going to avert needing to abandon our near-sea-level communities. Metro must declare a climate emergency, and use this opportunity to allow the citizens of the region to enact a carbon tax to fund this measure. Then, there would be a clearer nexus to funding affordable housing and other programs that could be part of a regional Green New Deal package; a straight equity kicker that pays a monthly check to low-income and, possible, historically repressed populations such as Native Americans and blacks, would also probably be appropriate.

No more taxes

No because you don't listen and have already decided what improvements are going to be made and are building another worthless light rail line from tigarad

Your organization has screwed vehicular transportation in this area. And made housing exorbitantly expensive with the damn UGB. You've nearly singlehandedly made the greater metro area unnavigable with your "force people out of their cars" mentality. So thanks. For hosing me with my own property tax money.

More lanes = less time idling in traffic.

You are 50 years behind on roads. That is where the money needs spent

I have no interest in supporting more taxes for transit when they misuse the funds they have. I live in the suburbs and want my taxes used to repair our poor kept roads in the suburbs - not to go to Portland.

If you build more bike paths, they will be used. Congestion is killing our city, no one drives after 4 pm unless they have to. light rail would be great!

Please stop increased funding and "improvements" of light rail, mass transportation, bike lanes. A majority of the population use automobiles to get around and the infrastructure for them is literally failing with no plans in place for improvement. We have put so much money and attention into "helping" the poor with bike ways and mass transit and yet it still doesn't get used much and there are more and more homeless people. Did you consider that you are taxing people out of their homes and creating more harm and hurt than good?

A major safety concern in my area is the Stafford Rd/65th Ave/Elligsen Rd intersection in Tualatin/West Linn. I am aware that this intersection crosses multiple city and county jurisdictions, but I am hopeful that Metro can develop a workable plan to update this intersection. Another major concern is the bottleneck created by the Boone Bridge. I would love to see Metro and ODOT work together for a sustainable solution to the traffic congestion on I-5.

Should be focus on transit and roads and sidewalks. Already passed housing bond
Stop reducing roads, lanes and letting roads crumble. More highway s d better side streets. Portland is no longer drivable and we avoid it-poor businesses!
Volunteer driver programs
We need additional commuter rail to the suburbs to relieve congestion and pollution.
It needs to be balanced; not just for buses and bikes. Pedestrian safety needs to be high priority.
Stop spending money on trains and buses that are under utilized, not safe and don't generate revenue. Need wider roads, more lanes etc. despite what you may believe more not less people are driving and PDX traffic is a nightmare.
No more taxes!
Again, you are focusing on the least used modes of travel. You cannot force people into transit so spend the money on what the majority want and need. So frustrating to have tax dollars be wasted on the few vocal cyclists in the region.
QUIT SPENDING ALL THE ROAD MONEY ON BUSES AND LIGHT RAIL AND PUT IT IN ROADS
Freeways are needed. Get traffic moving. Lower pollution, increased economic improvements. Easier access to goods and services. Broader reach across neighborhoods.
It seems that Tri-Met tries to inconvenience individual vehicle owner/drivers by using ever-increasing space for bike lanes and mass transit. As an individual vehicle owner, I find that unacceptable.
Please eliminate the bus stops from the intersections. They are already busy and people will understand it is for their own safety to walk 50 yards.
Focus more on what benefits the most people. Most people drive.
None
No more taxes! You have expanded your "responsibilities" to the point where property owners can't afford their taxes. Enough is enough!
Stop with the trees and curbs that stick out. They are so far out that people with lifts on their vans, hit them when turning corners!!!! That puts a cost on us. We can't just get to our destinations any more because of blocked off streets. Reduce that.
No new taxes
Please don't waste my tax money on ego projects. My property taxes rise steadily, this year more than ever before.

Stop thinking, adding etc..You have done enough damage already.
tailgaters are biggest problem. over 50 yrs of driving with no accidents, EXCEPT I've been hit by tailgaters FIVE times.
There should be ways to track accidents so priority can be given. Stafford Road has multiple accidents at Johnson and no guardrails
we are paying to much in taxes now.
Enough with the light rail. We need better roads for driverless vehicles. Rails are going to be obsolete in a decade or two.
I have no trust that bonds "for transportation" will be used to fund anything but bike lanes and lite rail.Will therefore vote no for any funding/taxes
I think those that use it should have to pay for not those of us that hate Portland and never go there!!!
I'm 78 and am unable to use a bike for transportation!
Prefer not to be tied into Portland 's bond measures. It seems like Clackamas County will not get proportional benefit of bond and don't want to finance Multnomah Or Washington County projects. Do not want to spend money for more bike paths
we need walkable shoulders out here
Stop promoting expensive project in order to claim available funds. You don't need new infrastructure to make buses easier to take; just run enough of them so that people can actually use them for commuting. It would also help to clean unreadable street signs and stop changing the name of a road every 30 feet. The name changes and filthy signs are the first things newcomers notice. The conclusion is that nobody knows what he/she is doing.
my auto registration fees went up to \$200.00 for a 22 year auto. I do not want to see my increased fees spent on bike lanes. I seldom see a person riding in them. I see more bikers riding sidewalks when there are lanes they could be using. The fools who want more bike lanes do not consider taking kids or spouses to Hospitals, etc., nor having arthritis and being unable to ride in their future. Bike lanes are a ridiculous waste of money to satisfy millennials who think they are protecting the planet.
Hasn't Metro done enough damage over the years that it has been in existence? I voted against forming it in the seventies and I still oppose the concept.
Less emphasis on light rail. Use Express buses instead
I appreciate Metro.
It is vital to reduce emissions, but transferring it from diesel emissions to emissions from an coal-fired power plant (or similar) is a waste of funds. It is also vital to the metro region to increase access to quality affordable housing; it is the only way to sustain a quality way of life for everyone in the region.
Looking forward to the time when we stop doing questionnaires and start acting. Transportation emissions are up. Biking and transit ridership are down. Act
Place traffic lights in heavenly used areas. Also create a traffic solution to cars leaving 205 & using Stanford & Borland Road....this has become a traffic bumper to bumper situation a real traffic nightmare for local residents.
I don't know how much more I can afford in taxes
We need vehicle traffic to be more efficient. We need more lanes dedicated to turning and connecting major roads, we need safe high capacity intersections, we need to limit the number of driveways or access points to major roads and we need to develop pedestrian and bike lanes that have a physical barrier from vehicle traffic.

We need to fix our roadways to as soon as a pothole starts. They get so bad that it damages the road more cars drive on them and it damaged the cars. Causing some to even hit and kill pedestrians, other vehicles and themselves.

Please fund toward light industry surrounded by retail surrounded by residential with light rail and avoid programs that penalize drivers by doing things like dedicating bus lanes

Get the filthy junkies off the Max and busses. It's not safe for children or anyone right now.

I appreciate you seeking our feedback. Thank you.

If I still need to drive my car to get to transit, then I am not going to use it.

You didn't ask questions about routes. I want more routes to and from Sherwood. I want a bus to go from Sherwood YMCA to Sherwood Senior center

NO MORE TAXES

I am just concerned about cost. It amazes how we can be charged for things we never see in our area.

Better future planning and action sooner. Freeways and other highways.

Clackamas should not be in the Metro area regarding increased taxes. They should decide for themselves.

We have to aggressively deal with the climate crisis, and any and all transportation projects should hold that as a core organizing principle.

Until Cars are gone we need to have a plan for cars to move. Not every person can use mass transit, such as a Realtor or a Contractor who hauls materials. Why is this never an option but, the majority of us who drive pay for everything else? Not right or fair.

Dont use it on homeless bs .. fix the roads.. more cops giving speeding tickets !

The region needs to remember that no everyone is able to walk or bicycle. Vehicle parking needs to remain a consideration when new projects are planned. While I am currently able to walk easily some of my friends are not and it becomes a problem to try to park or drop them off close to our destination.

Many road need repaving in residential area.

I didn't see anything for automobiles. Improving roads, parking etc. I don't see myself using public transportation. I'd rather Uber if I couldn't drive.

Rail for local passenger use is massively expensive (\$ per passenger-mile) and has zero flexibility on routes.

Some of us have to drive to multiple locations weekdays for our work. Being "punished" for not being able to use public transportation or ride a bike is not the way to win votes for all the tax increases Metro is constantly seeking.

Heal yourself first and fund that investment with your own money. Stop expressing your anger through the homeless as if they have asked for your help.

Since this is for Metro input, your 50 character max on previous questions were silly. Tax increase now on any of this funding measure is not welcome when Salem is pushing the Cap & Trade Carbon bill which will add a significant raise in taxes, not to mention getting a gut punch at the gas station. Sorry, but this speeding measure is irrelevant at the current time.

Please consider how any plans would affect local wildlife.

Convenience must take last place when human safety is at stake.

Personal car options, need more. Not everyone can use public transportation.

Focus on moving people fast. Don't waste money on electric buses. Remember Max is only as good as its reliability (severely lacking every day it's delayed). The more you take roads away for other than vehicles you hurt the environment because cars then are on the road longer in traffic.

I did not like being limited to 50 words if you want my opinion.

Cannot emphasize enough how much people living in suburbs are trying to escape the masses and crime in Portland and do NOT want a Max train bring more people and crime. Maybe a commuter train where they actually regulated/enforced a large fee to ride so that it didn't end up bringing crime into the area. And this cannot be argued as two people were literally murdered on the Max . . . The suburbs want no part of that.

Quit building public transportation that only a small percentage of people will use. Focus on roads and flow of traffic. It is rush hour all day, every day, now and it is going to get much worse.

The options presented in this survey seem very locally focused, and don't account well for the needs of those who travel throughout the region for work or other errands.

No new taxes or fees!

MAX and the bus system need to be overhauled. Stop letting politicians profit from these systems. Wait. Never mind. You are run by politicians.

Old country roads need to be improved they can not support the heavy traffic

No. Every time I vote Metro is asking for more money. Enough is enough.

Any plan that creates problems in residential areas is counter productive. Tolling and eliminating lanes on freeways etc are counter productive.

It's very clear -- that given your desires all will be forced into public transportation. Wait you will of course give exceptions to the truly worth.

Expand freeway lanes to reduce congestion on 205. Expand tri met rail to go through Oregon City, Canby and connect to Tualatin and Wilsonville

Metro needs to realize this is America where everyone owns a car...public transportation is a waste of our tax dollars

I've never gotten a survey about my commute and how public transit could support it. Engaging with drivers in this way would help increase ridership.

I am becoming afraid. Everytime I go shop at Fred Meyer, go to Onpoint Credit Union, Grocery Outlet and E.side Athletic in Oak Grove..so many scary homeless. They started coming when the new Park train opened.

It's just amazing that you can't keep the transportation you have safe. Until you can figure that out, you shouldn't be making more mistakes

fix traffic traffic problems

43 is getting too congested. What about alternate ideas: ie boat and train options into Portland?

I love tri met and bike paths

It would be really helpful if the buses running nearest hospitals operated later into the night so that all of us shift workers can get home reliably. If I leave literally two minutes late at the end of my shift, I miss the last bus home. (Line 71, near Kaiser Sunnyside Medical Center)

Keep metro out of clackamas county. You've screwed up Portland enough.

My brief glimpse into transportation issues in Oregon involves a proposed extension of the Aurora airport runway near my home. The apparent disregard by Oregon officials and legislators for our concerns about the airport makes me and my neighbors suspicious about the motives behind other Oregon transportation initiatives no matter how high-sounding the words might be.

Make transit free for everyone!
We live rural and are not effected by any of the above
Put more electric charging stations in city parks, schools and shopping centers.
All these improvements are expensive! You are taxing people out of their homes in Clackamas county and all over the metro area. The tax and spend mentality needs to be voted out.
You need to manage the traffic around here!
While housing is important, it's a separate issue from transportation.
NO NEW TAXES. PERIOD.
There is a clear bias in this study to spend money for issues that are not road maintenance, improvement or growth related.
Stay away from expanding Light Rail unless the small percentage of people that ride can pay for it themselves. Build better roads for cars, more freeway lanes, etc. - I wouldn't ride Light Rail if they had a direct line to my front door and the driver got out and came up and woke me up in the morning and waited for me to come outside.
Stop turning 4 lane roads into two lane roads SE Tacoma is a prime example the traffic there is HORRENDOUS.
In future surveys I would like to see you separate the pedestrian and bicycle questions. I am in favor of more sidewalks, but I am against bike facilities. In your walking and biking connections question I checked #1 as soon as I read the part about creating bikeways that are separated from car traffic. I would have checked #5 to a question only about sidewalks.
I really hope you take the results seriously because there are plenty of places that are falling apart and projects that don't make sense.
Focus on improving conditions for the general population. Trams and busses are nice, but service only the extreme minority. Improving roads and reducing traffic overall would expand the available radius of affordable housing and options for all.
Light rail is not a viable solution to our transportation issues. Projected rider-ship has is always 50% or more less than forecasts made to obtain funding.
It's been discouraging to see tax dollars misused. The bus service in 97229 is a perfect example.
Seats at bus stops
Looking forward to hearing about the results and how they affect implementation.
The wealthy and high profit driven enterprises, should pay more to help fund transit, before they add more development, making them richer.
We have people walking in streets sometimes because there is no sidewalk, sometimes because there's a homeless camp blocking the way. It's absurd. Also, homelessness is not mainly a housing issue, it's mostly an addiction issue. Stop going down this entirely doomed path of housing first. We already have imported homeless from all over the country who make Portland their destination to a completely unsustainable level. Taxpayers cannot fully shoulder this burden, nor should they have to.
Please work with Trimet to increase the frequency and reliability of transit in the region. In addition, keep the UGB intact and avoid further sprawl outward while continuing to work towards increasing density throughout the region. You cannot have effective transit if we keep sprawling ever outward.
Traffic reduction measures should focus on making alternative forms of transportation more attractive than driving a single occupancy vehicle. Our funds should not be used for widening roads.

Electrifying buses sounds good, but I suspect we'd reduce carbon emissions more by spending the money on getting people out of their cars.

It would be huge to eliminate trimet fares completely. Perhaps initially with families below a certain income level, seniors, and students, but with the goal to make it universal.

Remove the dangerous door zone bike lanes on SE Division, SE 122nd, 148th, etc.

Low Income Housing and matching Low Income Reduced Fares should be part of the deal.

It is important to remember that walking, biking and using mass transit doesn't work for everyone. People who carpool, parents who need to drop off/pick up children, people who need to travel for work, and people who aren't well-served by Trimet (too far from bus stops or transit times are prohibitively long) also need to be accommodated in our future planning. Cars aren't simply going to go away and traffic lanes and parking simply must be included in infrastructure improvements and modifications.

This was a biased survey by eliminating questions on expanded transportation.

Fund bike & pedestrian connections over corridors (they are barriers) and within or parallel to corridors.

Transit should be free, fare enforcement targets the poor and most vulnerable.

Getting to public transportation is extremely challenging for me. My workplace is not near transit.

I'll adjust to whatever you've got! I retain my car, and use Trimet about twice a week.

Light Rail is a total waste of taxpayer money. There is more value in doing an effective & efficient job of building & improving roads to accommodate the expanded use of motor vehicles coming into the Metro Area.

We are in a climate crisis! Absolutely no money from this funding measure should go toward expanding roadways. In 10 years from now do we want to look back and regret the choices we made?

I'm tired of autos killing pedestrians/bicyclists and not feeling safe when I travel around the region. Prioritize the most vulnerable users first for infrastructure improvements. Everyone should be able to get around safely without a car. The very last priority should be projects that might increase car use.

There is an uproar in St. John's about housing developments (apartments and condos) – it all seems to center around more cars on the road. There are a lot of assumptions in that statement – including that everyone will be moving with a car and commuting downtown. I believe that high occupancy housing is a necessity to combat housing prices, and high occupancy vehicles are also a necessity to allow for more people in more place. I don't have enough insight in other communities, but would like to speak up for St. John's for more services (and less tension!).

No more taxes for stupid stuff!

More garbage cans at bus stops. The amount of litter around bus stops is unreal.

There are virtually no Max stations on Eastside from 100th & Burnside to 65th. Crosswalks on E Glisan & Burnside passed 55th up to 100th are very far apart making it scary to walk in the evening. Lack of focus & interest on Eastside is clear & makes lower income residents feel like dirt.

Ditch the car-centric projects. We're out of time on climate change.
Climate Change is a Public Health Emergency. Develop a Zero Emissions Fleet Transition Program NOW!
Roads are for buses and bicycles. Buses should be free.
You people are a joke. You want billions of dollars but don't know how to fund it. Because of poor planning for decades we now have to suffer with your "improvements". Trimet ridership has been flat for years, forcing tax payers to pay for more Trimet that won't improve ridership is pointless. Keep taxing us for boondoggles and watch your tax base move away. I moved away from an area that made stupid decisions and now you guys are doing the same things that haven't worked in other larger cities. Stop pandering and actually do something useful without negatively impacting the majority(80%+) of commuters who use their car.
I find myself resenting your demographic questions. I would argue these differences should not be "seen". We are all of equal value, each fitting in more than one of your categories and possibly living anywhere in the region. We all deserve safe public transportation and infrastructure, regardless of our personal profiles.
It would be great to see less automobiles in the city, in general.
Bus stops. Mine is in the middle of Delta Park. A long walk, pitch dark in the morning, cat calls etc from the homeless and my walker just wont maneuver well! NO SIDEWALKS. It's totally unsafe to get to MAX from Harbour Drive.
Seems like this measure is only to help transit and not really do anything for people that want or have to drive.
Raise awareness please
more money should be dedicated to bicycle infrastructure and connections and mass transit improvements and affordability .
Help electrify public transportation and school buses
Neighborhood greenways are awesome!
Stop wasting scarce transportation dollars on "community redevelopment". Funding real estate developers at the Rose Quarter is an outrage -- let them pay their own way. FIX traffic congestion by adding new roads and bridges and vehicle capacity. 94% of the people prefer to use their cars. Respond to those people! It's been 4 decades since a new transportation corridor has been built. Yet regional population and the number of cars on the road have DOUBLED.
We need to stop widening/expanding highways. We should be tearing them down. Speed limits need to be enforced.
MAX needs express lanes to Gresham and Hillsboro.
When will you legalize lane sharing for motorcyclists like myself if you're not building more car capacity?
Do not expand free parking in the public right of way, work to prioritize transit along corridors, pursue "no passing" ordinances and diversion along Greenways to promote safe cycling networks across the Metro, and no road expansion.
Fires in Australia, historic ice loss in Antarctica, water crises in South Africa and India. There's no time to lose. We can pass a measure that funds regional investments exclusively in walking, biking, and transit. It's politically possible, it aligns with values long recorded in our region's planning documents, and it's what we should aim for. Thank you for pushing us toward a measure 100% for sustainability and environmental justice.
Trains frequently disrupt multiple bus lines and it's shameful. Middle class people won't ride the bus if there's no guarantees it will actually arrive! We have to fix this.

Public transit funding We must incorporate use of cars. Be careful don't push cars out
I think the measure should invest more in trails and bridges outside of the road right of way that provide safe, comfortable biking and walking connections and can't be funded with gas tax \$.
Light rail is nothing but a waste of money and metro officials are a bunch of dumb motherfuckers
I oppose walking bridges that allow for homeless to easily get to neighborhoods and cause more encampments. Please redesign the entire city toward bikers and walkers- cars simply have to go for environmental and safety reasons. No more cars!!! Free public transit!!
We absolutely must stop building freeways.
I encourage Metro to consider significantly expanding bus services instead of Southwest Corridor light rail. Buses, when provided dedicated lanes and high frequency, can be a better backbone for our transit needs.
I support the Getting There Together Coalition
It is imperative we build streets from people first. Design starts with the sidewalk. All over the world, people survive and thrive without surrendering their cities to the automobile. We need to congestion price, prioritize transit, improve bus frequency, and actually use policy to build a city that is sustainable.
Need safe buses & street cars, i.e. fare enforcement & cleaning. Also need benches/seats at stops.
Please don't waste a big chunk of this money expanding Barbur to accommodate cars and MAX. It's ok if Barbur loses car lanes if it means we can spend that money elsewhere improving multimodal transit.
Not at this time. Thanks for your work on this. It's hard to choose priorities or index different options when investments in safe and sustainable transportation are so urgent. I'm also glad to see that equity and anti-displacement programs are being considered alongside more traditional transportation categories
Your bias against cars shows. Your trying to tie requests for funds to improving the disadvantaged's plight rings hollow. This survey does not fit your narrative or your conclusions.
We need to reduce car use for health, safety and the climate. All strategies should reduce space for cars, increase the burden on drivers and improve things for those who choose to leave the car at home / choose to not own one. This means taking space from drivers and giving it to transit/bicycles. It means not spending a ton of money on new right of way when we could just take it from single occupancy vehicles and repurpose it
The funds should not be used to widen existing roads or build new roads. By focusing on pedestrian, biking, transit options (not rail), the bond measure could be considerably less expensive. I would not support a \$4billion measure
I don't care if unions talk about jobs. Make this about safety and preparing for the future; not union jobs.
Think about cars first. They're not going away.

So much thought, so little pragmatism. Too much dangerous confusion caused by creative impractical well-intended design (Harbor way, Grand at I-84, Alder at Steel Bridge east just to name a few); additional carbon emissions due to congestion caused by bus, light rail and street car impediments to passenger vehicle throughput. Our transit design is a disaster - own it. Fix it. I'm a bicyclist but am appalled by the lack of common sense and arrogance of many bicyclists - we should have written licensing exams and ticket violators. I'm amazed we don't have more injuries/fatalities in Portland with pedestrians, bicyclists, passenger vehicles and mass transit. It's brutal for the elderly. PS - I've never seen Earl Blumenauer on a bicycle in Portland - and I don't believe anyone else has either. I've also not seen him on a bus or light rail unless he's having a press event.

Listen to our future mayor Sarah Iannarone!

It is unclear who will pay for implementation of the measures. I strongly feel that EVERYBODY who votes on these measures need to be financial stakeholders (not just house owners and drivers of motorized vehicles. It is also unclear how the efficacy of the programs will be assessed.

I am tired of the PDX conclusion that we all can take public transportation so parking is unnecessary even with increased density. The Foster Road improvements are ridiculous.

I wish Metro could be eliminated. It is a bureaucratic level which is not needed.

If there is a bond issue I want to know the specific percentages of the money raised that are going to each component. I'm sick of the governments in this area putting out bonds to improve all transit and then spending the substantial portion on better bike access and unrelated items.

Please consider including vehicular projects that reduce bottlenecks.

Throw out or at the very least review all improvements that contain roadway or intersection widening and thoroughly audit all Hillsboro "improvements."

Wish the survey instrument was more specific

If you are building a max to Tigard it should have its own ROW so it never has to wait for cars, otherwise just close a lane on Barbur to cars and provide the same service for less with buses.

Safe routes to school are super-important.

Possible hire a traffic consultant from a city that moves traffic, like LA or Seattle. We don't even sequence traffic lights to move traffic, like California cities have for 50 years.

The overpriced southwest MAX line threatens to sink this important ballot measure. It should convert an auto lane to a dedicated transitway, as on Interstate Ave. I-5, with much single occupancy vehicle capacity at most times is a stone's throw away from the SW Corridor light rail alignment. Broadly distributed busway improvements would have higher return on investment.

Additional freeway lanes would help keep housing costs down because people could commute from places with inexpensive housing to places where there is work.

Expanding the max so that it supports more growth around the region should be a high priority investment because it only gets more expensive to build as property values and investments happen along potential routes.

Widen and build more roads

Instead of investing in a new MAX line use the money to increase bus service. Increasing bus service has time and time again been proven to increase transit ridership. Light rail lines to the suburbs do not.

Please don't fund these improvements through property taxes. If so, I may have to move.

I'd like to see an increase in non-car transit investments

The SW rail line is an overpriced albatross around the neck of this ballot measure. It should convert an auto lane to a transitway, like on Interstate Avenue, or it should not be dragging down this important measure. Broadly distributed improvements to bus service would almost certainly have higher ROI.

SW Portland is in dire need of sidewalks or at least widened, safe shoulders.
Drop prioritizing cars and parking over walking, buses and bikes.
Electric buses are a poor use of this funding
Hope it passes. We need it!
any money spent on cars is a waste of money
I wish the light rail plan was more ambitious. I feel like the regional growth situation necessitates more aggressive light rail transportation strategies and investments. For example it would have been awesome to have seen the new line extend to Wilsonville.
If local government weren't so hell bent on growth, little of this would matter. And frankly, government hasn't done much in solving many of today's problems. This isn't due to lack of concern or commitment of the part of government employees, nor is a lack of money, as I now work to support, like most taxpayers, about 4 months of the year. I have given this a lot of thought and gotten nowhere, other than to again state the blindly obvious, government is not working very well, from Washington DC to Portland Oregon. Why?
All suggested actions would have a positive impact on me and my community. These are hard choices, but I hope many of them get funded
It seems like transportation authorities are insistent on not solving the basic problems with auto usage. Add parking as a problem!
invest in encouraging people to take transit/bus
Bigger Park and Ride at Sunset Transit Center
Improved transit increases density; providing more housing for everyone which will reduce the cost of living in Portland. Let the market build the housing needed. Focus on projects that will offer the greatest opportunity for increased density.
Toss the people "acting out" off the public transit vehicle. Every time. You'll see ridership increase and single occupant cars on the road decrease. It's really that simple.
The transportation investments should benefit residents of all of the counties
None of the proposals appear to reduce congestion or increase traffic throughput. The survey has a strong bias on non-car transportation, which makes it not represent the majority of people who use the infrastructure.
Connection to livability, double lanes going in one direction ruine community. No more high speed double lane roads through communities unless you want to create a new urban renewal district in the future, and then get rid of the double lane one way. Get max out to Oregon city! Don't let the sunrise corridor split Damascus, no double lanes both ways, this is not a truck corridor, it s a commuter. Slow people down, get them out of their cars or in transit. Connect max on 212 over to gresham
No fees would increase ridership and decrease costs of fare equipment and employees monitoring fares.
no
Only choice incremental improvement to all facilities to enhance improved transit use,
I think it's important to fund transportation, not non-transportation issues like neighborhood development. The scope of some of your funding ideas is too broad and goes beyond transportation.

I hope that great emphasis is placed on ways to increase ridership of buses and MAX. Having more park & ride facilities available would help, I think.

I really wish Trimet has more initiatives and programs to help people with hidden disabilities. Not all disabled people are in wheelchairs. I feel like the drivers sometimes aren't understanding of difficulties I have paying, flagging buses, getting out of the way to make room for wheelchairs. These are all difficulties that I have because I have the hidden disability of Developmental Coordination Disorder and it's really hard for me to even communicate this and be taken seriously. So, I really wish that TriMet would invest more money into educating drivers on how to work with people who have hidden disabilities and people who are neurodiverse.

The St Johns neighborhood is in great need of expanded services. The traffic here is gridlock for multiple hours a day. Many people from Washington come though this way over the St Johns Bridge to avoid the gridlock on the highways...I would use the transit system more instead of my car if I didn't have to take multiple buses. Good Luck in your next steps - all of the programs will do good for our community!

I like the questions about housing and neighborhoods. I have been disappointed in how bad the new construction in Beaverton has been for people who aren't in cars. Pity the poor cyclist!

I hope while we do work on alternative transportation methods, we continue to provide some ways to travel from the suburbs to inner Portland via car.

Education, exposure to kids about alternatives.

MAX, streetcar, and other rail transportation is much more desirable than busses (busses are sketchy). Bike routes need to be safe to be usable. Congestion on I-205 is bad.

Use it for transportation infrastructure, not social causes.

Every significant investment should be required to demonstrate how the investment takes us to the state-adopted reduction in Emissions

Please ensure that the taxes to pay for this are not a burden to working people. Consider digital sales taxes or corporate taxes

We should be prioritizing more frequent bus service

"Planning for the future" scenario seemed code for new roadways and vehicle space. Every other category has more specifics. If you are too embarrassed to be forward with what you mean, then you probably shouldn't do it. Please put together a package aggressive enough that the Koch family will oppose it. I'm ready to fight for something that's good.

I would like to see better integration with regional rail. For example, extending the orange and green lines to Oregon City would facilitate transfers to Amtrak southbound without going through downtown.

Making transportation so everyone can use it. No fee or low fee. Invest in security not fair enforcement.

Metro should seek true improvements and not just "feel good" projects. Metro should do what is best for ALL people living on our area...not for some special groups.

need timely transportation for older people in the area including the outlying towns such as Boring and Estacada

Please quit humping bikes. Forget light rail. Bus lanes and the flexibility of buses are the best interim decision before self driving electric cars provide are best solution.

The measure is too large and too expensive. While I want to see increased road/bridge capacity and improvements, Metro should develop a clear, transparent and comprehensive plan in collaboration with ALL stakeholders - ODOT, counties, locals, communities large/small, etc. Oregon just passed a large transportation measure in 2017, now Metro wants to add to that in a massive way. I don't support the methods of the measure.
When are we going to get flying cars. I've been waiting for years, but still no flying cars.
I drive pretty much everywhere, but I would LOVE to take public transit if it were quicker to get around. I also strongly prefer rail over bus.
St. Johns has many housing projects but no increased transportation options
St. John's needs better access to public transportation. People who don't live close in don't have nearby bus lines they can easily walk to and have to cross dangerous roads like Columbia to get to where bus stops are. It would also be nice to have a max line. It now takes an hour to get downtown by bus, which makes it more convenient and accessible to drive. If more options were available I think less people would be driving, but that is pretty much impossible when you live in my neighborhood.
no
Focus should be on transportation, not recreation (i.e. recreation trails).
I support more light rail and parking near light rail
This survey is designed to get you the answers you want, and to discount answers you'd like to ignore. I'm sad to see Metro resorting to this kind of distortion.
It is unfair for portlanders to have to pay more, through tolls or LIDs, to revive the same services as the rest of Portland. We pay the same taxes!
reduction of CO2 emissions by way of abundant, efficient electric public transit (last mile shuttles, bike/ped ferry, high speed electric buses, extended light rail) plus ample earthquake resilient solar powered electric micro-grids and charging stations
I have been using buses since 1975 while working. What I have experienced is some improvements to SW area and a steady decrease in bus usage. They finally killed my service.
I did not see specific projects listed. I have heard about improvements to the Sunrise and McLoughlin, both which interest me and would increase my support. Add capacity to the system!
Kill the car
Totally against closing MAX stops in downtown. Any place that calls itself a CITY should have excellent public transportation 24/7; nobody should need a car to get around.
Why doesn't it ask about increasing road capacity? That is super important. This is needed in addition to mass transit and bicycle/walking improvements
Flabbergasted that you want to add a "community +housing+safety" bond layered on top of existing 2018 bond, portland housing bond , Tri-Met business tax and 1% clean energy tax- what are you guys smoking?
Please include a mix of congestion relief (roads) as well as active transportation and safety improvements. We need a balanced package. Thank you!
Your questions appear to be all anti-car and designed to promote a preconceived answer. Alternative mode users need to pay for what they utilize instead of expecting motorists to subsidize them. Property taxes are already too high and displacing people from their homes and apartments. The bottom line is more motor vehicle capacity is needed to reduce congestion.

Stop taking out lanes
Please bring a bus to North Plains.
Pedestrians Only: 20 Car-Free Places in America https://www.bobvila.com/slideshow/pedestrians-only-20-car-free-places-in-america-51840#halibut-cove-ak
Thank you for working hard to make these investments something we can be proud of in decades ahead!
Stop funding piecemeal improvements such as sidewalks to now-where or one block bike lanes.
Some money also needs to be put towards road maintenance, including sweeping bike lanes on a regular basis.
We have plenty of room for more people in Portland, but not for so many cars.
Raise fuel tax in the metro area. Mandate multiple riders per vehicle. Ration petroleum fuels.
ridership should pay a greater portion of public transportation
METRO should not have the right or ability to dictate how people travel around the state that is up to the individual.. forcing one behavior over another is wrong!
none
Pay attention to motorists. We pay the gas taxes. The quality of roads should be a high priority.
focus on higher priorities can't do everything
Fareless mass transit, an end to gentrification, move UP's fucking intermodal trucking business out of town before we all die of lung cancer or asthma
Who sits around and builds zero new roads over a forty-year span? Unheard of in places who value people, their time, and their ability to go to work and take care of their kids, parents, and other adults who need help !!!!!!!
The long-term livability of our community depends upon reducing the residents dependence upon automobiles.
I will not vote for this if it in any way increases automobile capacity on roads
How are you going to use the results of this survey?
Seems to completely ignore the costs of transportation especially in marginalized communities. Try imagining living with AIDS, affording medicine, housing, food, AND transportation. But clearly only some communities that have suffered from discrimination and oppression are valued by METRO.
reduce car trips!
I highly recommend investing in a Bus Rapid Transit system. More bus lines that can become like the Division Transit Project or similar to RapidRide in Seattle. Other bus lines that deserve similar treatment like the Division Transit Project should invest lines #20, #54#56, #4, #57, #9, etc.
So superficial!!!
high taxes for unnecessarily large vehicles and for vehicles transporting one person.
Please do not ignore the need to address wildlife habitat connectivity in the investments under this funding measure! We need a new culture that shifts our transportation investments away from automobiles and towards bike, ped, and transit mobility and safety. Thank you.
Affordable, easy access, safe options.

Transportation funding should be for transportation. This is the wrong mechanism to fund these other important things like housing. Feel like the process has been hijacked.

Please don't limit this question to 50 characters: "It is most important to me that investments in transportation result in..." I had to edit my response down too much and I was not able to express what I was really trying to say.

Data shows nationally and locally that 85% or more of people want/need improved car infrastructure. Metro cannot truly serve citizens if their ideology outweighs facts and research. It is not government's job to tell people how to live and commute. People decide that themselves.

Encourage electric cars!

more light rail is way too expensive to build, not flexible and needs too much maintenance

please start thinking again about the health and functionality of the larger transportation/transit system, and don't simply focus on safety improvements that exacerbate congestion for the benefit of a few vocal property owners. in general, please prioritize renters over owners.

You can't fix stupid. Fund all you want, but people are still not going to use crosswalks, ride their bikes inappropriately, or risk losing a job because the bus or max is having issues. Affordable housing is too dense and causes issues of its own that the infrastructure is not able to handle.

more alternative sustainable fuels, ev fleets, diesel emissions control.

Please fund car-free safety

Don't mention new MAX line on Barber. This is also important

You use the word investment. That means taxpayer funded.

All I see is a program that will take more money out of my pocket, as it is right now!

What does the ideal Portland traffic network look like in 20-30 years? Everything PBOT does seems to be little pieces here and there. There should be a comprehensive master plan for all sidewalk, bike path, transit and vehicle networks that is the ultimate goal of the city. A real plan that takes into account all the statistics available today and says "this is the future and here's how we're going to get here."

Outer East Portland has experienced profound disinvestment while the rest of Portland has thrived like never before. Of course we want to prevent displacement, but encouraging areas of inferior infrastructure is NOT the way to do it. In a world that is increasingly polarized at nearly every level, we need to focus on making sure ALL parts of the city have good infrastructure, access to healthy food, art and culture. Portland has pushed the desperate and diverse to the periphery essentially creating two cities one for the "haves" west of I-205 and one for the "have-nots" east of I-205... all the while claiming a dedication to equity and diversity. Let's make a commitment to have ONE city where we ALL enjoy the same infrastructure and amenities. Let's celebrate the unique and profound diversity of Outer East Portland by investing heavily in high-quality infrastructure. Let's embrace the unparalleled opportunity for world-class Transit Oriented Development that is the Gateway Regional Center. There is a profound difference between serving "underserved" areas, which is usually done in a begrudging and utilitarian way and making a commitment to be a city WITHOUT underserved areas, where we are all brought into the fold. Let's walk our talk for a change and stop creating neighborhoods where people's highest aspiration is to escape.

I see the City is moving in the right direction by prioritizing alternative modes and revitalizing communities previously neglected and/or deliberately harmed. As the population of the City grows, we should learn from cities across the world on how they address the housing needs and transportation.

I'm not sure buying electric buses is the thing we need. Seems like there's too many problems with them. Better bus service is more important, I need buses that run more frequently and go where I need to go. My kids need to be able to take the bus to school sometimes and to their sports games, and that's really expensive for the family. Maybe hold off on spending money on electric buses and spend money first on helping people get on the buses we have, and get better service.

We need better bus service, projects have to prioritize the needs of people of color, and we'd better not be spending ANY money on roadway widening or I won't be voting for it.

We need to be more proactive about not expanding highways, filling in gaps in the bike network, prioritizing transit and bike s over parking, discouraging large, dangerous vehicles with registration fees prorated for length, height and weight.

reduce the spending.

Walking & cycling are important but we will not solve our transportation challenges w/out a fully functional public transit system.

Metro could also support focus on fines for littering, leaving trash on streets and buses. In other countries how people treat these shared resources is taken seriously with enforcement and attention to beauty, cleanliness. Trees along roads, super clean trains, buses, roads

please do not fund any projects that will lead to more cars on the road; fund projects that increase transit for those that need it the most, increase service!

Planning should include the coming sooner than you think autonomous vehicle sharing that whose price per mile will compete with bus and other public transport.

Stop pandering to car drivers and get serious about making real change already!

Thank you for prioritizing walking and buses over cars.

Your previous survey(s) placed auto movement heads and shoulders above all suggestions in this survey. That preference has not changed.

Stop killing children in the dangerous streets that prioritize fast travel for those in cars.

Fare should be free for homeless and low income people.

When we improve transportation options and safety for our most vulnerable residents, the entire system is improved for everyone. Invest in those people and those programs.

It's time for our region to take radical, meaningful action instead of just coasting on our popular reputation. If you wouldn't feel safe letting an 8-year-old child or 80-year-old grandparent walk/bike/take transit alone on a transportation project, then it's not worth doing: Improve the design until you would.

More SW PDX near Stepheson Elementary School

Too many deaths caused by cars - would love to see better enforcement of traffic laws

Thank you for your work!

Materials following this page were distributed at the meeting.



Metro



I-5 Bridge Replacement Program Update

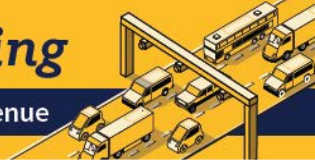
June 2, 2020

Oregon Partner Outcomes Letter



I-5 and I-205 Tolling

Managing Congestion and Raising Revenue



FY 2017-18 EQUITY IN CONTRACTING ANNUAL REPORT SUMMARY

Improving economic opportunity through better access to Metro contracting opportunities



TRI MET



PORT OF PORTLAND Metro



August 20, 2019

The Honorable Kate Brown
900 Court St NE
Salem, OR 97301

The Honorable Jay Inslee
Office of the Governor
PO Box 40002
Olympia, WA 98504-0002

Dear Governor Brown and Governor Inslee,

We are writing to express our support for an Interstate 5 bridge replacement project. We appreciate your joint leadership to re-start the project development.

Interstate 5 is a corridor of significant regional, state and federal interest. As the primary trade corridor on the West Coast, our economy depends on it to remain competitive and support job growth in the Portland-Vancouver metropolitan area. The current bridge, part of which is 102 years old and built on timber pilings buried in the riverbed, poses a seismic risk and restricts movement of people, goods and services between our two states.

A new project that includes high capacity transit, congestion pricing and a structurally-sound bridge – designed with performance-based and practical design principles – could advance our regional goals on economic development, resiliency and reducing congestion. The new project should incorporate work that has already been completed in a way that is practical and efficient, while reflecting lessons learned from previous efforts and current circumstance.

As the Washington and Oregon governors and legislatures begin conversations about re-starting the process for planning a new interstate bridge, please take into account the local perspective. Experience makes it clear that our regional jurisdictions and transportation agencies need to be involved from the beginning to ensure that the project is designed to serve our communities' needs. Metro and the other signatories to this letter are committed to working with counterparts across the river to continue to identify bi-regional and bi-state solutions to our joint transportation challenges.

As the project moves forward, we respectfully request that you keep the following outcomes, processes and strategies in mind:

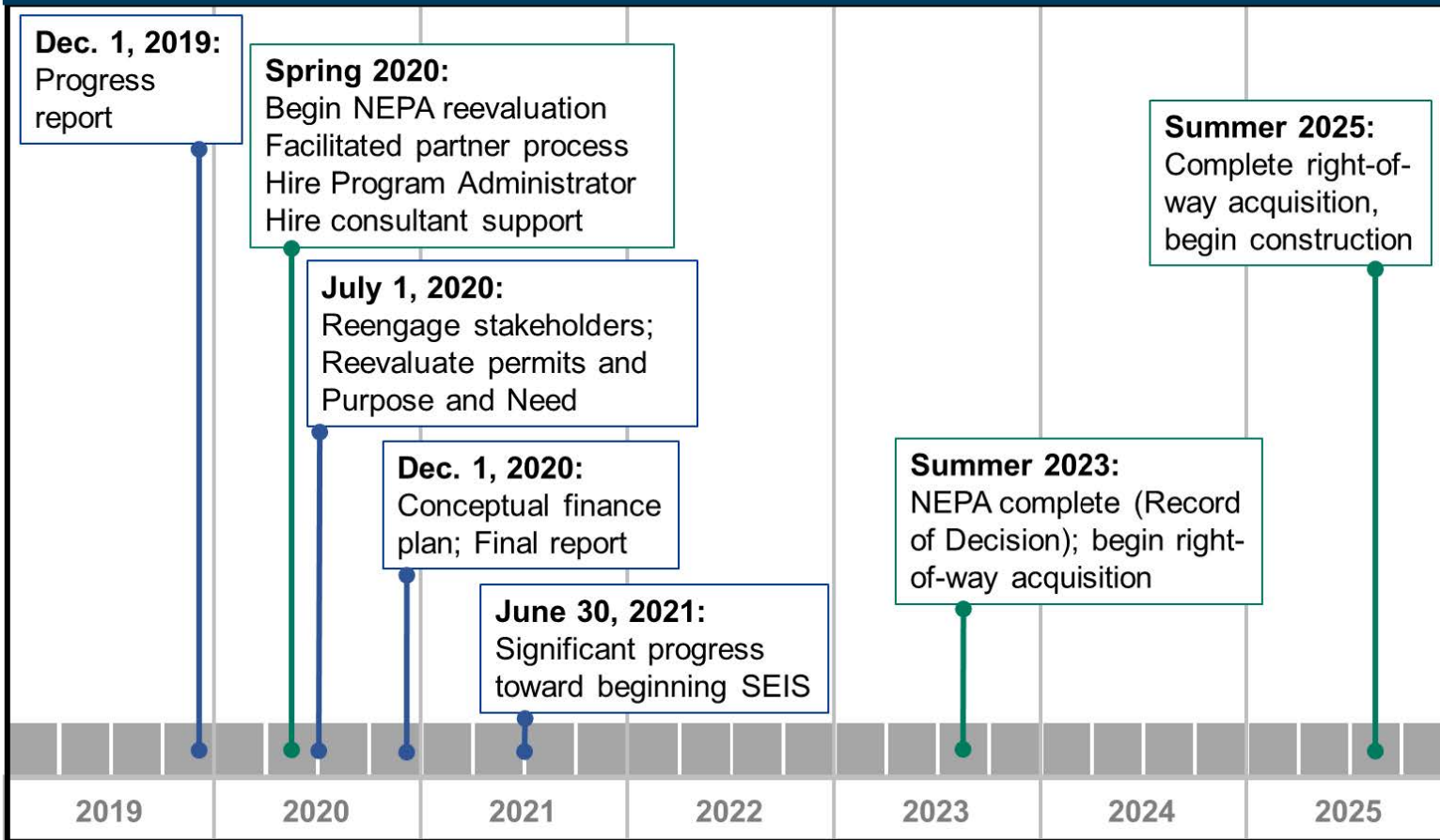
- Include high capacity transit (light rail and/or bus rapid transit) to consistently, efficiently and effectively accommodate the current and future transit demand north and south of the Columbia River,

Program Initiation



- 2017 – WA Substitute Senate Bill 5806 passed
- Summer 2019 – OR and WA commit funding
- August 2019 – Legislators identified for bi-state committee
- November 2019 – Governors sign Memorandum of Intent
- Fall 2019 – Bi-State Legislative Committee holds 3 meetings
- December 2019 – initial IBRP status report submitted
- FHWA grants extension for repayment to September 2024

Key Milestone Goals

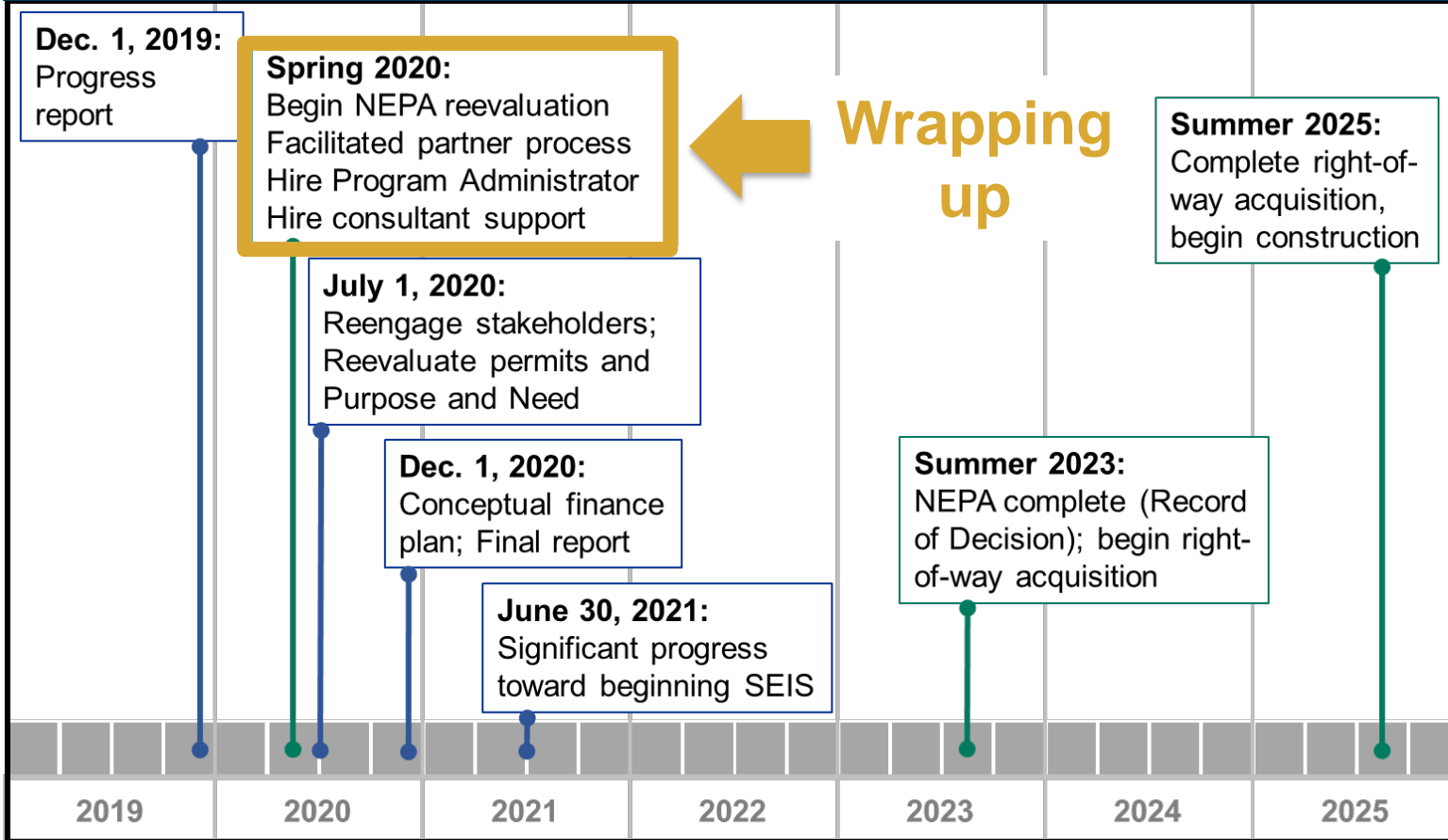


 **Legislative Milestone**

 **Milestones Provided to FHWA**

Note:
Meeting milestone dates is contingent upon funding and bi-state agreement

Key Milestone Goals



—●—
**Legislative
Milestone**

—●—
**Milestones
Provided to
FHWA**

Note:
Meeting
milestone dates
is contingent
upon funding
and bi-state
agreement

IBRP Partner Agencies

NEPA Co-Leads

ODOT

TriMet

Metro

City of
Portland

Port of
Portland

WSDOT

C-TRAN

RTC

City of
Vancouver

Port of
Vancouver

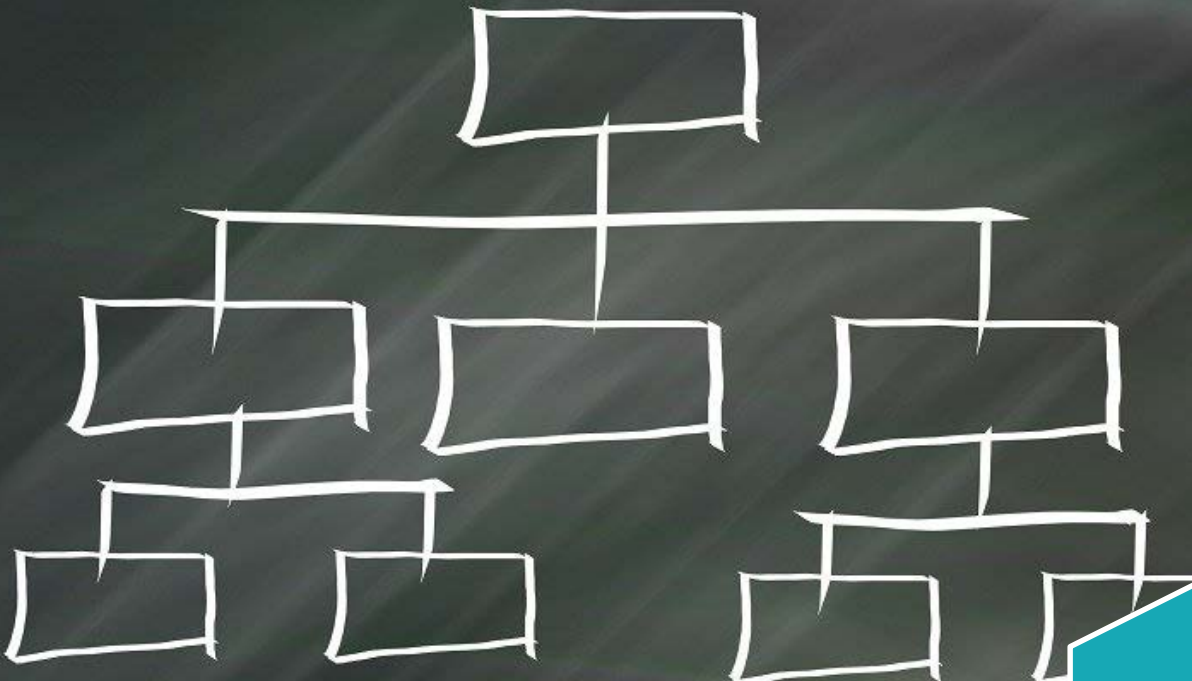
IBRP Partner Process





- Lessons learned
- Values discussion
- Key issues and principles
- Partnership approach
- Community engagement best practices

Workshop #1



- **Governance structure**
- **Community Advisory Group**
- **Executive Steering Group**
- **Process visualization**
- **Partnering framework documents**

Workshop #2



- **Process Diagram**
- **Shared Partner Expectations**
 - principles
 - commitments
- **ESG Issues List**
- **ESG Charter**
 - group roles & relationships

Workshop #3

Conceptual Partner Expectations

Context

Principles

Outcomes

Expectations

Conceptual Partner Outcomes



I-5 and I-205 Tolling
Managing Congestion and Raising Revenue

A diagram illustrating a toll plaza with several lanes. It shows various vehicles including cars, trucks, and buses passing through the toll lanes.

Conceptual ESG Issues List

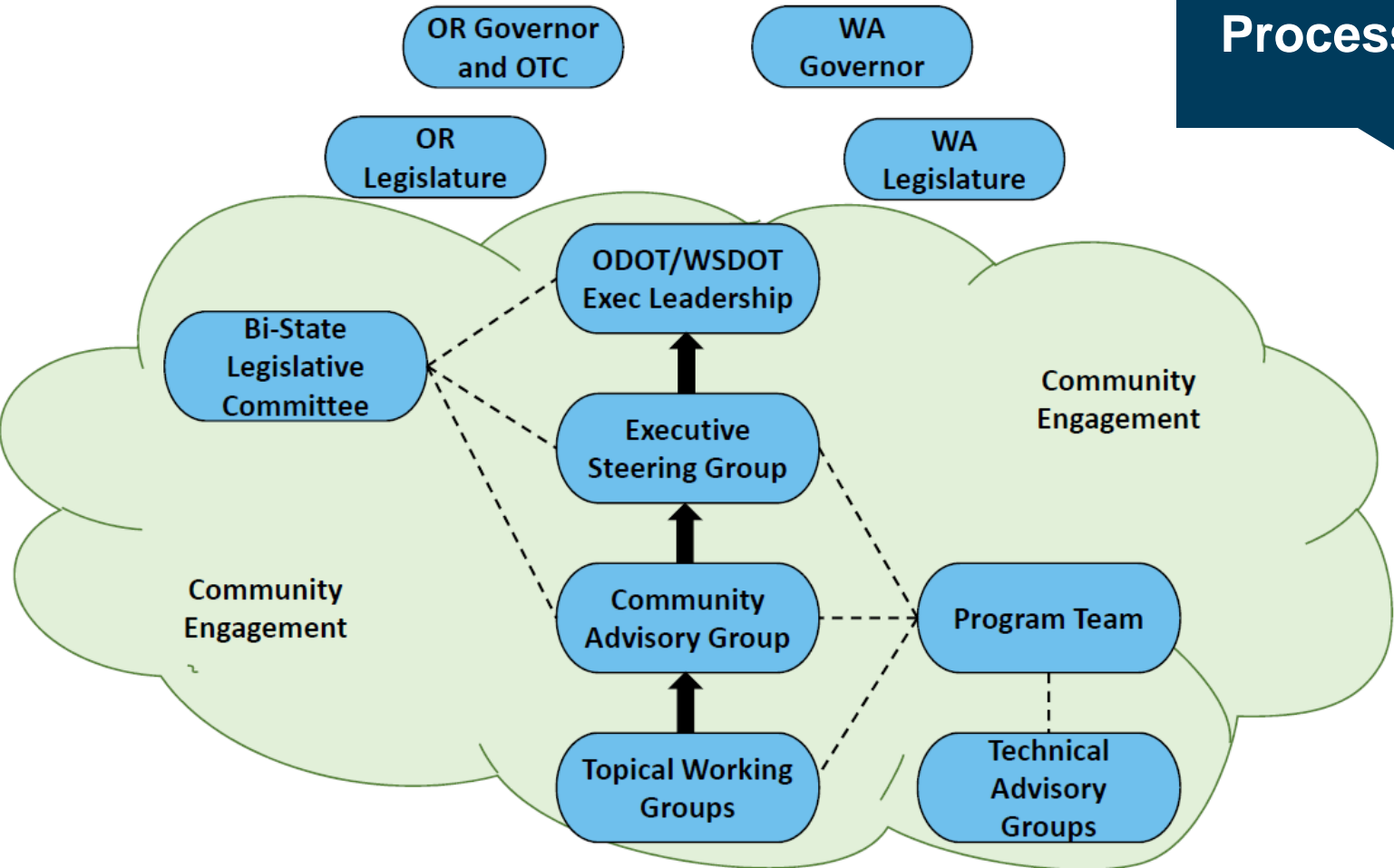
- Area, purpose & need
- Performance measures
- Equity & environmental justice
- TSM strategies
- TDM strategies
- High capacity transit
- Multimodal crossing type & configuration
- Multimodal local connectivity & improvements
- Freight considerations
- Community engagement strategies
- Program phasing
- Finance Plan (+ tolling)
- SEIS Alternatives
- LPA development & adoption process
- Affected properties mitigation approach

Role of the ESG

- Regional leadership and guidance
- Provides recommendations for program development
- Advises on community and stakeholder engagement strategies
- Considers and evaluates recommendations from the CAG
- Ensures integration of governance, funding, policy, and analysis considerations in recommendations



Process Diagram



Note: This graphic is a work in progress showing conceptual relationships between anticipated groups of partner agencies and community representatives. It does not represent all relationships, stakeholders or responsible parties that will be engaged (e.g. FHWA and FTA).

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together. A campus was built on his

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one Black Mountain College opened in September 1933, Rice and his partners
together. A campus was built on his

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as a man

include this
quote

- Finalizing draft partnering documents
- Additional discussion of relationships
 - Legislative group, ESG, and CAG
- Partner Agreement Formalization

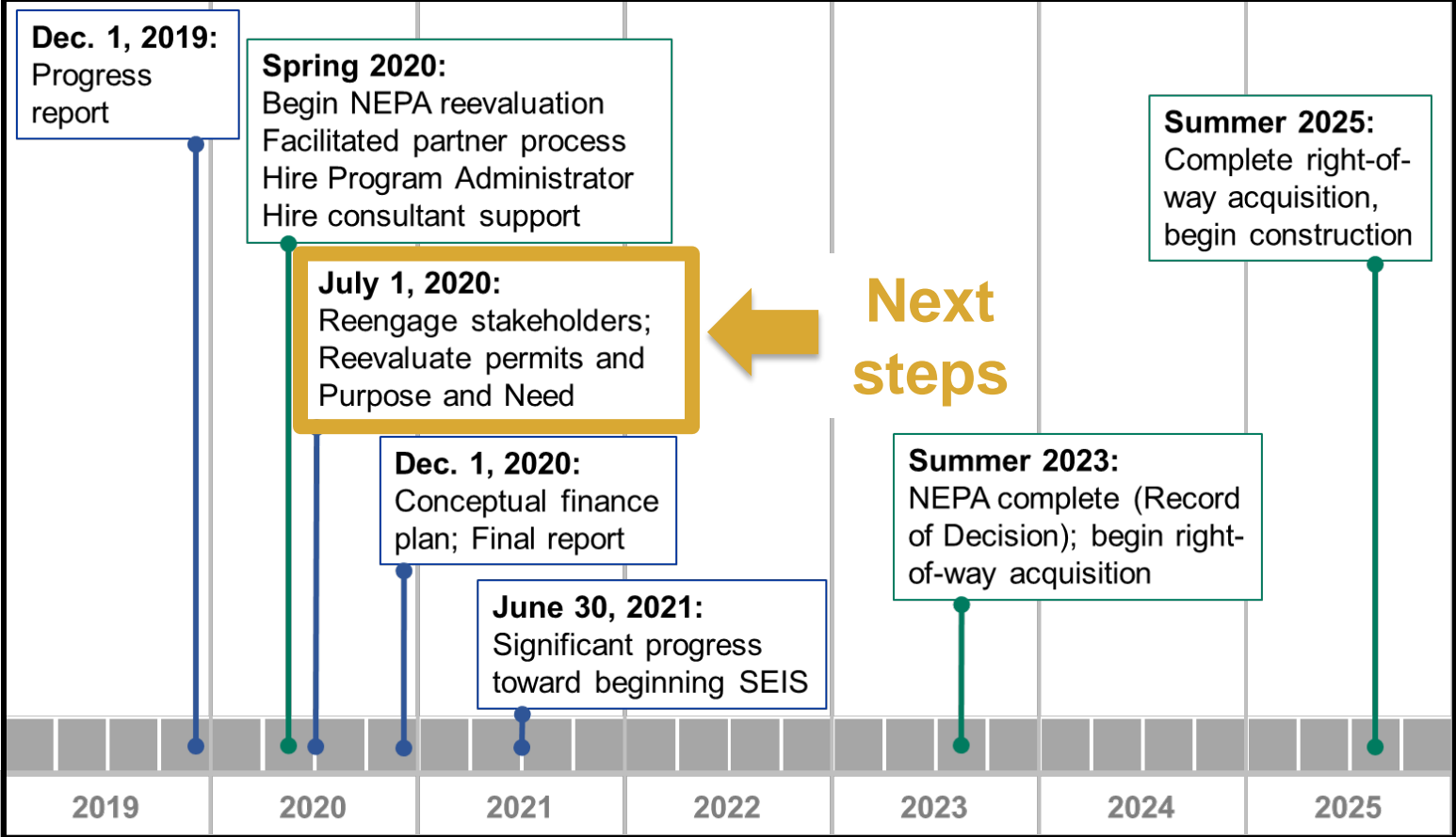
Workshop #4



- **General engineering consultant**
 - selection criteria
- **Program administrator**
 - hiring process
 - interview feedback

**GEC
& PA**

Key Milestone Goals

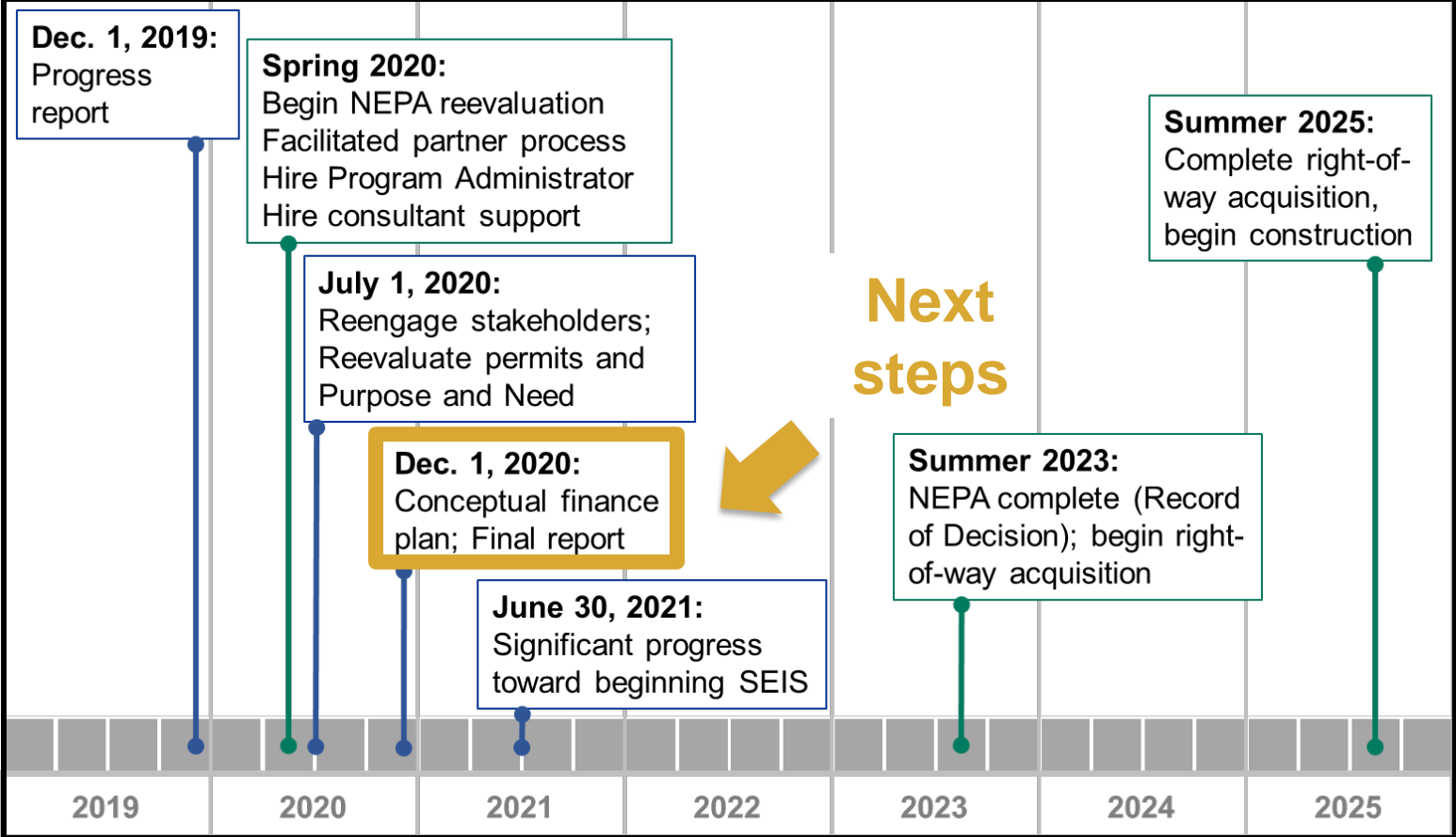


—●—
Legislative Milestone

—●—
Milestones Provided to FHWA

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Key Milestone Goals



—●—
Legislative Milestone

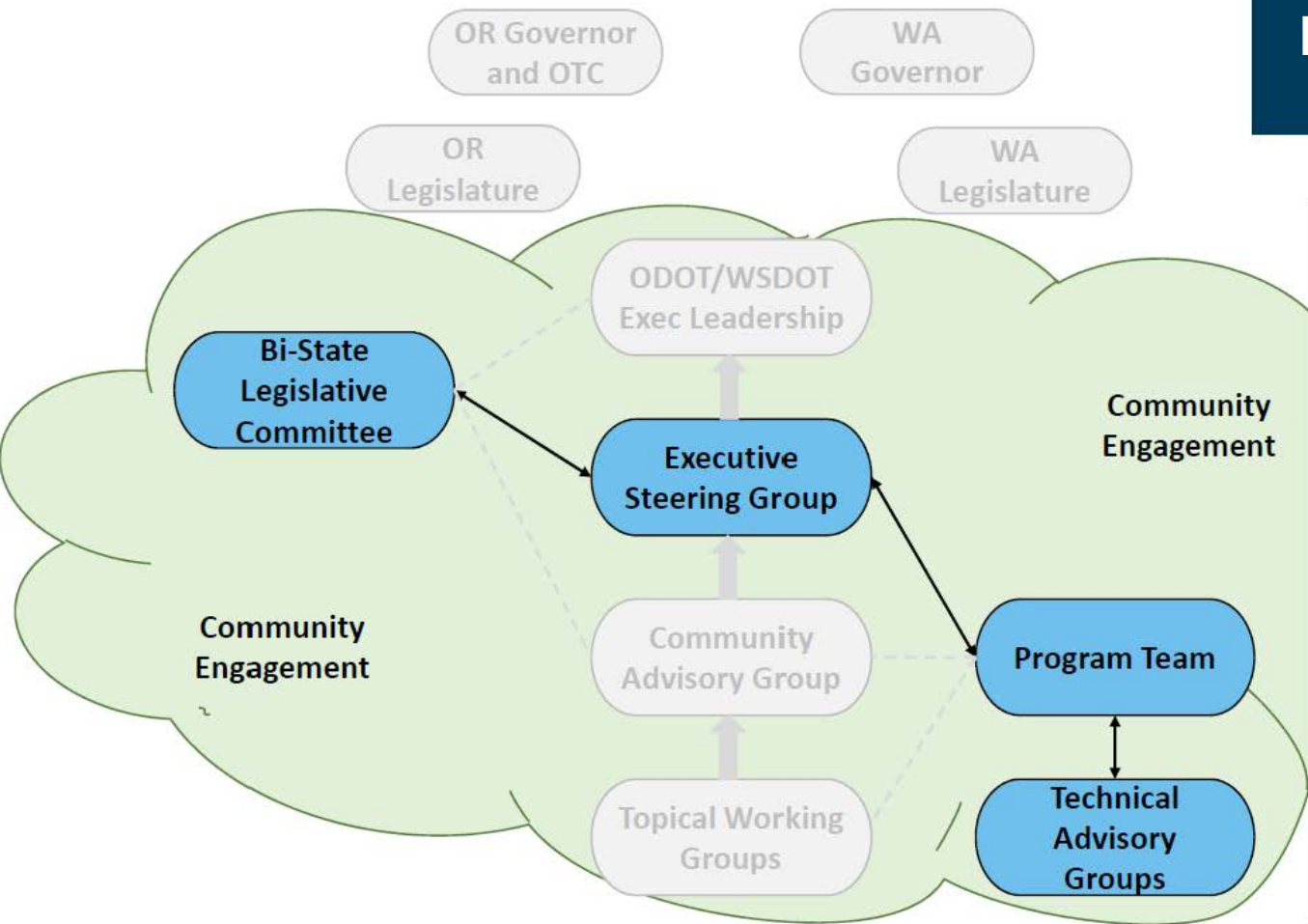
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oregonmetro.gov

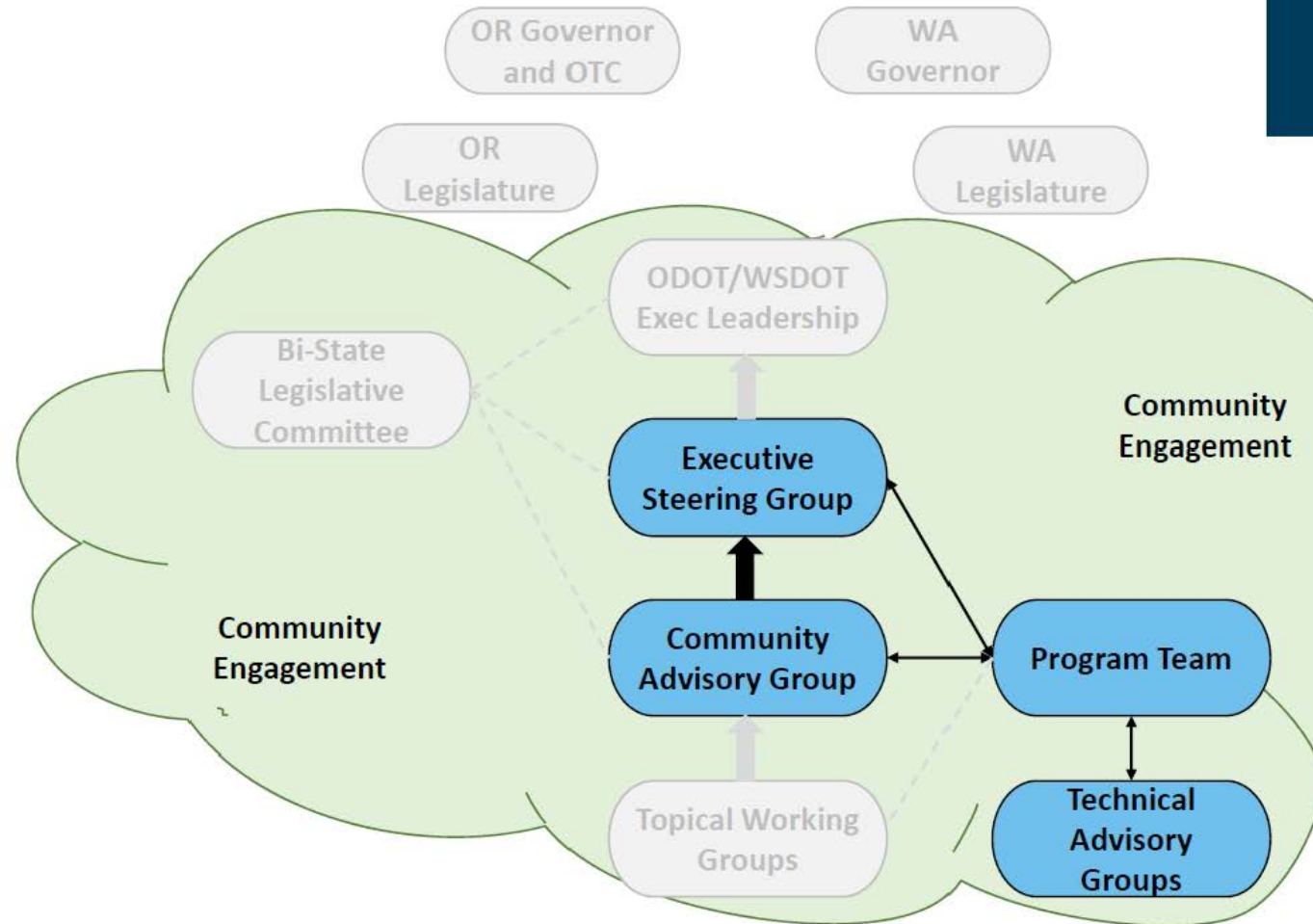


Process Diagram



- IBR Program Purpose and Need**
- Review previous planning efforts
 - **Develop approach to identify the program purpose and need (P&N)**
 - Determine if needs have been addressed (other projects/programs)
 - Identify new data that is required to draft P&N
 - Review new data and determine if there are new problems to address with the P&N
 - Develop a DRAFT IBR Purpose and Need
 - CAG/Program Team recommend DRAFT P&N to ESG
 - ESG provides feedback on DRAFT IBR P&N
 - Draft IBR P&N is presented to Bi-State Legislative Committee
 - Develop FINAL IBR P&N
 - ESG Recommends FINAL IBR Purpose and Need to ODOT/WSDOT

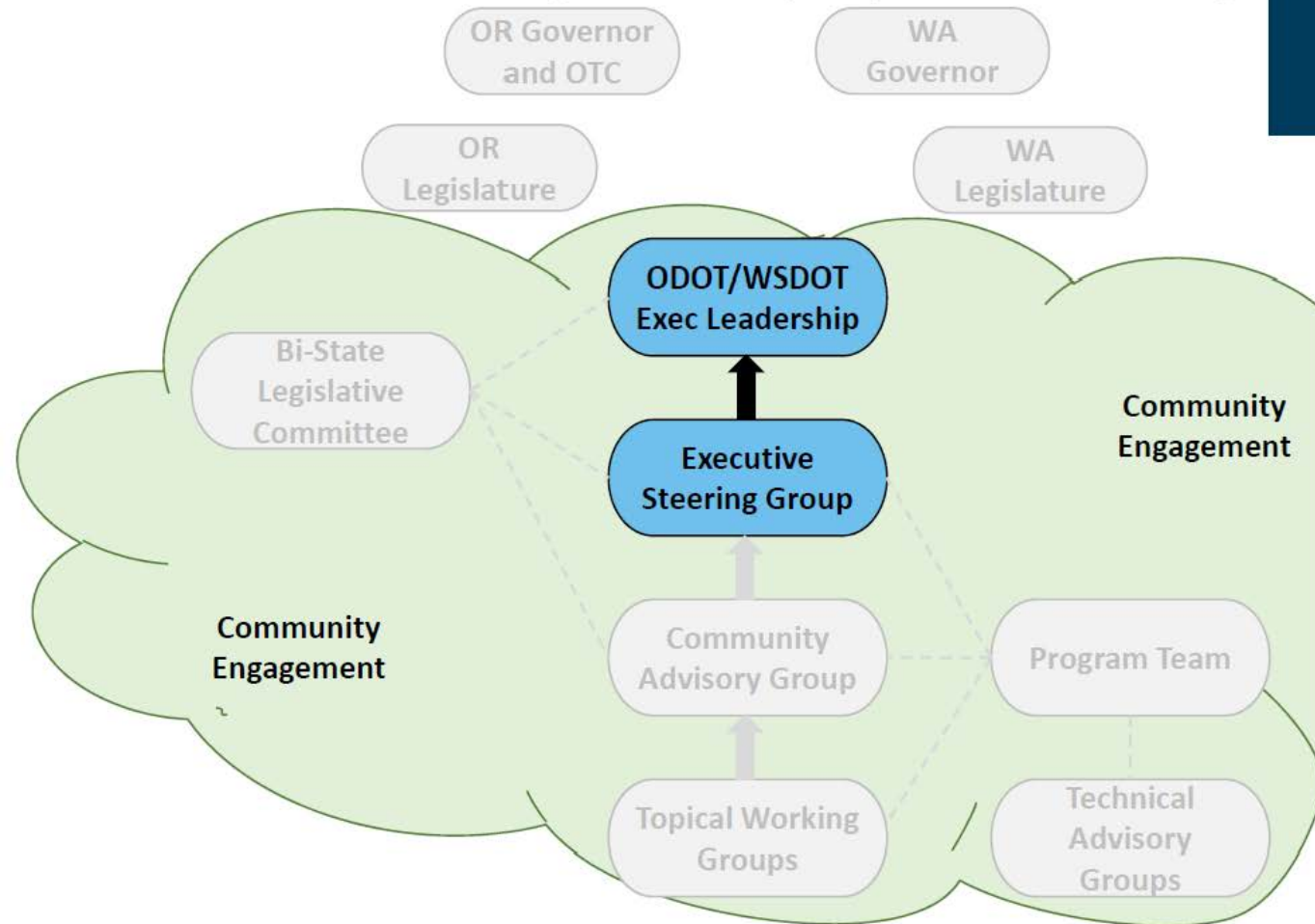
Process Diagram



IBR Program Purpose and Need

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Process Diagram



IBR Program Purpose and Need

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Get Moving 2020: Regionwide Programs Discussions

Metro Council
Work Session
June 2, 2020



Metro



Today's agenda

Review key takeaways from May 26 work session

Youth Transit Access discussion

Council discussion

Next steps



Draft Investment Recommendation: Prioritize Safety, Equity, Climate

Safer Streets

\$9 million/year

- Safe Routes to School
\$4.5 million/year
- Safety Hot Spots
\$4.5 million/year

Better Bus

\$2 million/year

Walking/Biking Connections

\$9 million/year

Future Corridor Planning

\$0.5 million/year

Community Stability

\$11.5 million/year

- Anti-displacement strategies
\$2.5 million/year
- Corridor Housing Opportunity Fund
\$6.5 million/year
- Thriving Main Streets
\$2.5 million/year

Bus Electrification

\$9 million/year

Youth Transit Access

\$9 million/year

May 26 work session takeaways

Overall support for
most of draft
recommendation

Desire to expand
youth transit
access program to
serve more youth



Spectrum of youth transit access & affordability

Before 2018:

Under 6 free

PPS YouthPass

Discounted fares:

Youth, seniors, vets, people with disabilities, Medicare recipients

2018:

Low-Income
Fare Added

Free for all low-
income HS
students

Free for all
public HS
students

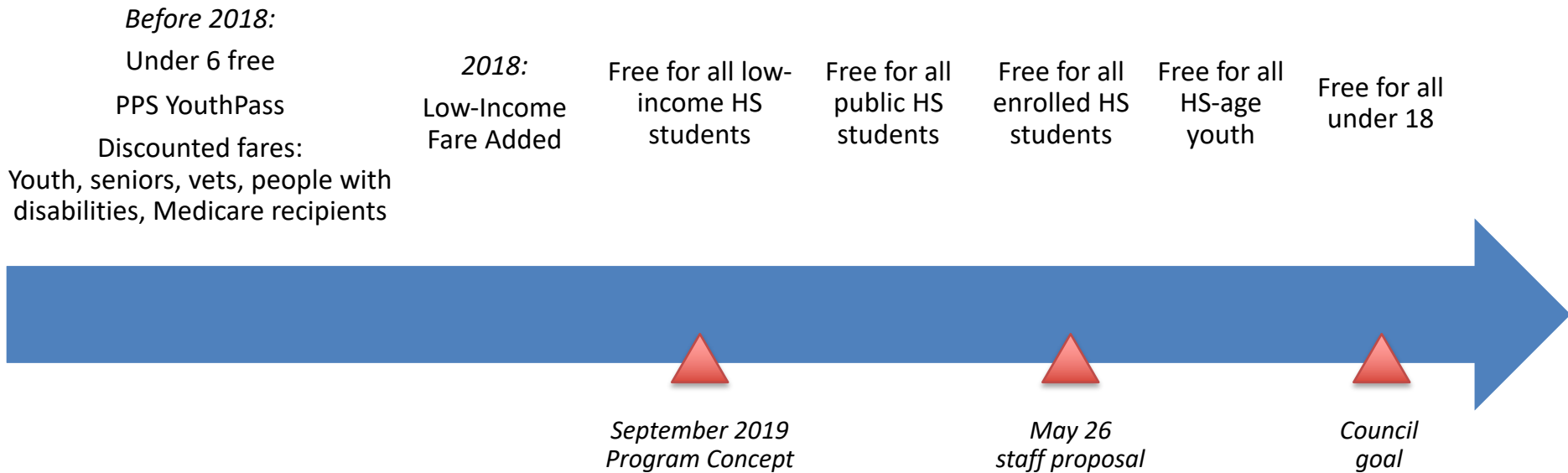
Free for all
enrolled HS
students

Free for all
HS-age
youth

Free for all
under 18



Spectrum of youth transit access & affordability



Proposed phased approach: Youth Transit Access

Phase 1 (Year 1)

All high school aged youth, 14-18

TriMet tracks & reports on usage ('taps') & costs

Phase 2 (After 1-2 years)

If budget allows, extend to middle school age students,

Prioritize using equity lens

Phase 3 (After 2-3 years)

If budget allows, extend to middle school age students not reached in Phase 2 and/or elementary age students

Prioritize using equity lens

Notes on administration: Youth Transit Access

IGA with TriMet for administration

Students: Schools to distribute passes

Non-students: Work with youth orgs & homeless service orgs to distribute passes

Administrative costs included in \$9 million to include admin costs of schools, TriMet

Council discussion

Does the proposed phased approach for youth transit access advance Council's aim?

Does Council have other questions or guidance on the draft staff programs recommendation?

Next steps

June: Recommendations

Work sessions:

6/9: Revenue

6/16: Program direction

6/23 & 6/30:

Refinements & Reconciliation

Final Project & Program
Recommendations

Partners adopt
letters of commitment

July: Decisions

Work sessions:

Finalize package, referral materials

Council listening sessions

First week of July

Council referral decision

Target: July 16

#getmoving2020

getmoving2020.org

