

Agenda



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Meeting: Metro Technical Advisory Committee (MTAC)
Date: Wednesday, September 20, 2023
Time: 9:00 a.m. to 12:00 p.m.
Place: Virtual meeting held via Zoom
video recordings are available online within a week of each MTAC meeting
[Connect with Zoom](#)
Passcode: 863801
Phone: 877-853-5257 (Toll Free)

9:00 a.m.	Call meeting to order, Declaration of Quorum and Introductions	Chair Kehe
9:10 a.m.	Comments from the Chair and Committee Members <ul style="list-style-type: none">• Updates from committee members around the Region (all)• Urban Growth Report Stakeholder Roundtable Update (Ted Reid)	
9:15 a.m.	Public communications on agenda items	
9:17 a.m.	Consideration of MTAC minutes, July 19, 2023 Consideration of MTAC/TPAC workshop minutes, Aug. 16, 2023 (action item) Send edits/corrections to Marie Miller	Chair Kehe
9:20 a.m.	2024 Urban Growth Report: overview of approach to estimating buildable lands and growth capacity Purpose: Provide MTAC with an overview of methods for estimating buildable lands and growth capacity inside the UGB	Chair Kehe Ted Reid, Metro Dennis Yee, Metro
10:05 a.m.	Review of Democratic Rules of Order Purpose: Prepare for the upcoming 2023 Regional Transportation Plan and 2040 Growth Decision recommendations to MPAC with a review of our meeting protocols and decision-making structure under the Democratic Rules of Order.	Chair Kehe
10:20 a.m.	2023 Regional Transportation Plan (RTP): Draft Public Comment Report and Recommended Changes Purpose: Present an overview of public comments received, key concerns identified by Metro staff for more in-depth policy discussion and draft Metro staff recommendations that respond to public comments received and do not warrant in-depth discussion. MTAC feedback on draft Metro staff recommendations that do not warrant in-depth discussion as well as key concerns to raise for MPAC discussion is requested. MTAC will be requested to make a recommendation to MPAC at the October 18 meeting.	Kim Ellis, Metro
11:30 a.m.	Adjournment	Chair Kehe

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

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2023 Metro Technical Advisory Committee (MTAC) Work Program

As of 9/13/2023

NOTE: Items in italics are tentative; bold denotes required items

All meetings are scheduled from 9am - noon

<p><u>MTAC meeting, September 20, 2023</u></p> <p><u>Comments from the Chair</u></p> <ul style="list-style-type: none"> • Committee member updates around the region (Chair Kehe and all) • Urban Growth Report Stakeholder Roundtable Update (Ted Reid) <p><u>Agenda Items</u></p> <ul style="list-style-type: none"> • 2024 Urban Growth Report: overview of approach to estimating buildable lands and growth capacity (Chair Kehe, Ted Reid, Dennis Yee, Metro; 45 min) • Review of Democratic Rules of Order (Chair Kehe, 15 min) • 2023 RTP: Draft Public Comment Report and Recommended Changes (Kim Ellis, Metro; 70 min) 	<p><u>MTAC meeting, October 18, 2023</u></p> <p><u>Comments from the Chair</u></p> <ul style="list-style-type: none"> • Committee member updates around the region (Chair Kehe and all) • Updates to the MPAC work program for October (TBD) <p><u>Agenda Items</u></p> <ul style="list-style-type: none"> • Adoption of the 2023 Regional Transportation Plan (Ordinance No. 23-1496) Recommendation to MPAC (Kim Ellis, Metro; 105 min) • 2023 High Capacity Transit Strategy (Resolution No. 23-5348) Recommendation to MPAC (Ally Holmqvist/Kim Ellis, Metro; 75 min)
<p><u>MTAC meeting, November 15, 2023</u></p> <p><u>Comments from the Chair</u></p> <ul style="list-style-type: none"> • Committee member updates around the region (Chair Kehe and all) <p><u>Agenda Items</u></p> <ul style="list-style-type: none"> • Regional Transportation Safety Performance Report (Lake McTighe, Metro, 60 min) • 2024 Urban Growth Management Decision: Preliminary BLI results and overview of approach to estimating housing needs (Ted Reid, Clint Chiavarini, Dennis Yee, Metro, 45 min) 	<p><u>MTAC meeting, December 20, 2023</u></p> <p><u>Comments from the Chair</u></p> <ul style="list-style-type: none"> • Committee member updates around the region (Chair Kehe and all) <p><u>Agenda Items</u></p> <ul style="list-style-type: none"> • Draft Sherwood West Concept plan (Sherwood staff; 45 min) • UGB discussion topic: Town and regional centers and CFEC (Update to Title 6) (Glen Hamburg, Metro; 60 min)

Parking Lot/Bike Rack: Future Topics

- Status report on equity goals for land use and transportation planning
- Regional city reports on community engagement work/grants
- Update report on Travel Behavior Survey
- Updates on grant funded projects such as Metro’s 2040 grants and DLCD/ODOT’s TGM grants. Recipients of grants.
- Transit-Oriented Development (TOD) annual report/project profiles report
- Employment & industrial lands
- 2040 grants highlights update

For MTAC agenda and schedule information, e-mail marie.miller@oregonmetro.gov

In case of inclement weather or cancellations, call 503-797-1700 for building closure announcements.

Urban growth management committees

Adopt

Advise and recommend

Advise and provide feedback



Metro Council

- Makes urban growth management decisions every six years based on information from staff and the community
- Elected officials - Six Councilors and Metro Council President
- A public hearing will be held before the urban growth management decision - *open to the public*

<https://www.oregonmetro.gov/regional-leadership/metro-council>

CORE

- Advise Metro Council on strategies to advance racial equity across Metro's work areas
- Members appointed by Metro Council
- Standing committee with monthly meetings - *open to the public*

<https://www.oregonmetro.gov/regional-leadership/metro-advisory-committees/committee-racial-equity>

MPAC

- Advise the Metro Council on land use issues, including the urban growth boundary - established by the Metro Charter
- 21 voting members representing cities, counties, special districts and the public, and six non-voting members. Three Metro Councilors also participate as non-voting liaisons.
- Meetings are the fourth Wednesday of each month - *open to the public*

<https://www.oregonmetro.gov/regional-leadership/metro-advisory-committees/metro-policy-advisory-committee>

MTAC

- Provide technical feedback to MPAC on regional land use issues including the urban growth boundary
- 35-member committee defined by the Metro Charter and made of planners, citizens, and business representatives
- Meetings are monthly on the third Wednesday from Jan to Sept - *open to the public*

<https://www.oregonmetro.gov/regional-leadership/metro-advisory-committees/metro-technical-advisory-committee>

LUTAG

- Provide Metro staff with technical advice on the 2024 Urban Growth Report methods and results, with a particular focus on estimates of housing and job capacity based on local knowledge
- Local land use planners from jurisdictions within the Metro boundary and other technical experts from interested organizations
- Fall 2023 through spring 2024, meetings as needed

Youth cohort

- Members learn about regional urban growth management in Oregon and how to participate in decision-making
- 15 young people from across the region, ages 14-25
- Eight meetings, from fall 2023 - fall 2024

Urban growth report stakeholder roundtable

- Members contribute perspectives to the content of the 2024 Urban Growth Report
- Range of stakeholders representing a variety of industries and work or live in different parts of the region
- Monthly meetings September 2023 to spring 2024 - *open to the public*



Meeting minutes

Meeting: **Metro Technical Advisory Committee (MTAC) meeting**

Date/time: Wednesday July 19, 2023 | 9:00 a.m. to 12:00 p.m.

Place: Virtual video conference call meeting via Zoom

Members Attending

Eryn Kehe, Chair
Joseph Edge
Carol Chesarek
Victor Saldanha
Tom Armstrong
Aquilla Hurd-Ravich
Anna Slatinsky
Jamie Stasny
Adam Barber
Jessica Pelz
Neelam Dorman
Laura Kelly
Manuel Contreras, Jr.
Gery Keck
Tara O'Brien
Bret Marchant
Brett Morgan
Nora Apter
Rachel Loftin
Preston Korst
Erik Cole
Mike O'Brien
Andrea Hamberg

Alternate Members Attending

Kamran Mesbah
Vee Paykar
Faun Hosey
Mary Phillips
Colin Cooper
Jean Senechal Biggs
Sarah Paulus
Glen Bolen
Cassera Phipps
Fiona Lyon
Jerry Johnson
Jacqui Treiger
Craig Sheahan
Brendon Haggerty
Ryan Ames

Affiliate

Metro
Clackamas County Community Member
Multnomah County Community Member
Washington County Community Member
Largest City in the Region: Portland
Second Largest City in Clackamas County: Oregon City
Second Largest City in Washington County: Beaverton
Clackamas County
Multnomah County
Washington County
Oregon Department of Transportation
Department Land Conservation and Development
Clackamas Water Environmental Services
Tualatin Hills Park & Recreation District
TriMet
Greater Portland, Inc.
1000 Friends of Oregon
Oregon Environmental Council
Community Partners for Affordable Housing
Home Builders Association of Metropolitan Portland
Schnitzer Properties & Revitalize Portland Coalition
Mayer/Reed, Inc.
Multnomah County Public Health & Urban Forum

Affiliate

Clackamas County Community Member
Multnomah County Community Member
Washington County Community Member
Largest City in Multnomah County: Gresham
Largest City in Washington County: Hillsboro
Second Largest City in Washington County: Beaverton
Multnomah County
Oregon Department of Transportation
Clean Water Services
TriMet
Johnson Economics, LLC
Oregon Environmental Council
David Evans & Associates, Inc.
Public Health & Urban Forum, Multnomah Co.
Public Health & Urban Forum, Washington Co.

Guests Attending

Barbara Fryer
Bill Peterson
Bruce Coleman
Camden McKone
Max Nonnamaker
Met Land Group Staff member

Affiliate

City of Cornelius

City of Sherwood

Multnomah County

Metro Staff Attending

Ally Holmqvist, Cindy Pederson, Clint Chiavarini, Daniel Audelo, David Tetrick, Eryn Kehe, John Mermin, Kim Ellis, Laura Combs, Marie Miller, Matt Bihn, Ted Reid

Call to Order, Quorum Declaration and Introductions

Chair Eryn Kehe called the meeting to order at 9:00 a.m. A quorum was declared. Introductions were made. Zoom logistics and meeting features were reviewed for online raised hands, renaming yourself, finding attendees and participants, and chat area for messaging and sharing links.

Comments from the Chair and Committee Members

- **Updates from committee members around the Region** (all) Michael O'Brien announced the upcoming summertime Paseo festival July 16, 23, & 30, interactive fun in Downtown Portland at Shemanski Park and the South Park Blocks.
- **2023 RTP Public Comment Period** (Kim Ellis) It was announced the public comment period on the 2023 Regional Transportation Plan (RTP) began on July 10 and goes through August 25. The link to public comment period information for the 2023 RTP and High Capacity Transit Strategy was shared in chat: <https://www.oregonmetro.gov/public-projects/2023-regional-transportation-plan/public-comment>

Public Communications on Agenda Items none received

Consideration of MTAC minutes May 17, 2023 meeting

Approval of the May 17, 2023 MTAC meeting minutes was given by the committee by majority vote with no corrections. Two abstentions: Joseph Edge, Neelam Dorman.

Urban Growth Boundary engagement plan (Chair Kehe & Laura Combs, Metro) Chair Kehe began the presentation with the process for completing the 2024 UGB decision that is due by the end of 2024 by Metro Council adoption. As well as the technical advisory groups including MTAC and the Land Use Technical Advisory group, new this cycle are the Committee on Racial Equity (CORE), Stakeholder Roundtable, and youth cohort.

Membership outreach is underway for the Stakeholder Roundtable who will be tasked with contributing perspectives to the content of the 2024 Urban Growth Report, and provide feedback to staff on draft Urban Growth Report analysis. Members of the group will be appointed by Metro COO in summer 2023 with bi-monthly meetings to review analysis, discuss inputs and assumptions, and provide feedback to staff through to Fall 2024.

Colin Cooper asked how information will be formatted to CORE. Chair Kehe noted staff is working with our DEI department to prepare for presentations similar to what will be presented to the stakeholders group and Council. We are interested in following their interests and making sure they understand the process. Another engagement planned is with jurisdictional outreach to areas that are working with urban reserves. Outreach is underway with city managers and planning staff.

Laura Combs was introduced. She presented information on the youth cohort engagement plan. Metro has partnered with the nonprofit organization Next Up to form the youth cohort group. There are 8 planned meetings between September 2023 and December 2024. A field trip to urban reserve areas and Council engagement with the cohort is planned as well.

The purpose of the youth cohort was described as educating youth leaders through a variety of topics including the UGM decision-making process, incorporate youth voices and lived experiences in long range planning decisions, and build ongoing relationships with participants, supporting leadership opportunities and meaningful connections with Metro. Additional engagement planned includes:

- Interest group presentations
- Social media and website updates
- Public comment period to review city expansion proposals (2024)

Comments from the committee:

- Vee Paykar asked if in regard to the stakeholders group the service providers that are being outreached include homeless services for their input with affordable housing and input to the Urban Growth report. Chair Kehe noted the UGB decision itself is just about whether Metro Council decides to expand the boundary or not. While it does not get into the housing growth patterns, the 2040 growth plan will delve into these issues and is expected to come forward for a refresh soon.

It was noted the outreach to youth as promising. It was encouraged to include racial and diversity outreach for the membership with factors such as youth dependency on transit ridership, where they live in what form of housing and schools in lower income tracts which would help bring in diverse perspectives. Ms. Combs noted Next Up have members apply for the action team and felt these were good suggestions to include with the recruitment of the outreach engagement.

- Colin Cooper noted the group flows working toward Metro Council. It was asked how this flow of information comes back to MTAC from other groups such as the Stakeholders group, CORE and Youth Cohort. Chair Kehe recognized the role of MTAC to inform our MPAC members and noted the input from other groups will be given to MTAC as part of the process.
- Jessica Pelz asked who would be involved in the stakeholders group and if geographically allocated. Chair Kehe noted the challenge of getting a balanced regional group together, but are aiming for about 25 people and working to get this a geographical balance as well as gender and racial balance. Ms. Pelz noted that active planning directors and staff work with the county coordinating committees and TACs where presentations about this would be welcome. Chair Kehe agreed on coordinating to presenting to these groups and encouraged MTAC members to share ideas on what is most of interest with them.

- Faun Hosey noted I've always felt that "something missing" is an understanding of the communities affected outside the UGB. It seems that wetlands are considered as limitations to growth, but what about affected businesses such as farmers, winemakers, forests, carbon sequesters...? Chair Kehe noted we are in communications with the Oregon Nursery Association and the Oregon Farm Bureau to facilitate their involvement. I hope you and advocates like 1,000 Friends will also bring that perspective to these tables.

2023 Regional Transportation Plan (RTP) update (Kim Ellis, Metro) The presentation provided an update on the public comment period and next steps, the process and timeline for updating Chapter 8 of the RTP, and asking for feedback on Chapter 8 and topics for further discussion. The 45-day comment period (JULY 10 to AUG. 25, 2023) builds on engagement conducted to date.

Chapter 8 (Implementation) of the RTP includes Regional Programs, Region-wide Planning, Corridor Refinement Planning, Major Project Development, and Data and Tools Development. Region wide planning programs were described covering the next 5 years. Corridor refinement planning will develop shared investment strategies to address unmet multimodal transportation needs within identified multimodal mobility corridors, link equity, economic, housing and other goals with multimodal management and capital solutions and recommend strategies and phasing to catalyze investment.

Several large major projects to be developed in the region were described. Measuring and tracking outcomes with data and tools will address existing and emerging planning and policy priorities:

- Data collection and coordination
- Analysis tools (maintenance and development)
- Monitoring and reporting tools

The process and timeline for updating Chapter 8 was provided. MTAC was asked to provide feedback on the process or Chapter 8 and input with further topics of discussion.

Comments from the committee:

- Joseph Edge asked should the Oregon Passenger Rail Corridor Investment Strategy selected alternative be included as a regional planning activity. Ms. Ellis thought this was likely but wasn't familiar with the details where it might fit in with the High-Speed Rail transit study. Further information will need to be found to fully answer this.
- Vee Paykar asked if Metro does canvassing for public comments or contracting for feedback from community based organizations. Ms. Ellis noted there has been an extensive engagement process for outreach including community based organizations. The public comment period offers a great opportunity for organizations and their members to participate and share their concerns and interest in the plan and the projects.
- Victor Saldanha noted the construction career pathways program as a great resource for minority business owners trying to get involved with projects. But while plans and training are there, the funding is not. What plans does Metro have to work with these businesses and organizations to gain access with capital investments for the project work? Ms. Ellis noted some of the projects in Chapter 8 have been identified for possible partnerships and resources for the program. It was asked if there is a list of funding sources that now exist to be used for

the identified projects. Ms. Ellis noted she was not aware of this but can follow up and share the information once known.

- Joseph Edge referred to the mobility corridor recommendations that showed part of one corridor extending High Capacity transit onto another corridor without a recommendation. Where there plans to update the corridor references to point out which are under recommendation consideration and those that are not? Ms. Ellis noted we can look into updating the map showing corridors to better define these areas.
- Tara O'Brien noted the slide in the presentation listing TPAC feedback on Chapter 8. It was suggested these could be further discussed with MTAC as well. Ms. Ellis noted Chapter 8 will be discussed at the TPAC August 4 meeting and MTAC/TPAC workshop on August 16.

Adjournment

There being no further business, meeting was adjourned by Chair Kehe at 10:33 a.m.

Respectfully submitted,

Marie Miller, MTAC Recorder

Attachments to the Public Record, MTAC meeting July 19, 2023

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
1	Agenda	7/19/2023	7/19/2023 MTAC Meeting Agenda	071923M-01
2	MTAC Work Program	7/11/2023	MTAC Work Program as of 7/11/2023	071923M-02
3	Handout	July 2023	Public comment opportunity - July 10 to Aug. 25, 2023 2023 Regional Transportation Plan	071923M-03
4	Report	July 10, 2023	PUBLIC REVIEW DRAFT 2023 REGIONAL TRANSPORTATION PLAN Executive Summary	071923M-04
5	Minutes	5/17/2023	Minutes from MTAC May 17, 2023 meeting	071923M-05
6	Report	July 2023	Draft Public Engagement Plan 2024 Urban Growth Management Decision	071923M-06
7	Memo	7/12/2023	TO: MTAC and interested parties From: Kim Ellis, RTP Project Manager RE: 2023 Regional Transportation Plan – Schedule and Adoption Package	071923M-07
8	Memo	7/12/2023	TO: MTAC and interested parties From: Kim Ellis, RTP Project Manager, and John Mermin, Senior Transportation Planner RE: 2023 Regional Transportation Plan (RTP) – Chapter 8 – RTP Implementation	071923M-08
9	Presentation	7/19/2023	Urban growth management public engagement plan	071923M-09
10	Presentation	7/19/2023	2023 Regional Transportation Plan Process Update & Chapter 8	071923M-10



Meeting minutes

Meeting: **Metro Technical Advisory Committee (MTAC) and Transportation Policy Alternatives Committee (TPAC) workshop meeting**

Date/time: Wednesday, August 16, 2023 | 9:00 a.m. to noon

Place: Virtual conference meeting held via Zoom

Members, Alternates Attending

Tom Kloster, Chair, TPAC
Eryn Kehe, Chair, MTAC
Karen Buehrig
Steve Williams
Allison Boyd
Sarah Paulus
Dyami Valentine
Judith Perez
Eric Hesse
Jaimie Lorenzini
Jay Higgins
Mike McCarthy
Gregg Snyder
Tara O'Brien
Chris Ford
Glen Bolen
Gerik Kransky
Laurie Lebowsky-Young
Mike Coleman
Sarah Iannarone
Danielle Maillard
Jasia Mosley
Indi Namkoong
Katherine Kelly
Joseph Edge
Kamran Meshbah
Carol Chesarek
Vee Paykar
Victor Saldanha
Faun Hosey
Morgan Tracy
Jessica Engelmann
Laura Terway
Steve Koper
Kevin Cook
Jessica Pelz
Gary Albrecht
Laura Kelly
Kelly Reid
Manuel Contreras, Jr.
Chris Faulkner

Affiliate

Metro
Metro
Clackamas County
Clackamas County
Multnomah County
Multnomah County
Washington County
SW Washington Regional Transportation Council
City of Portland
City of Happy Valley and Cities of Clackamas County
City of Gresham and Cities of Multnomah County
City of Tualatin and Cities of Washington County
City of Hillsboro and Cities of Washington County
TriMet
Oregon Department of Transportation
Oregon Department of Transportation
Oregon Department of Environmental Quality
Washington State Department of Transportation
Port of Portland
The Street Trust
Oregon Walks
TPAC Community Member at Large
Verde
City of Vancouver
Clackamas County Community Representative
Clackamas County Community Representative
Multnomah County Community Representative
Multnomah County Community Representative
Washington County Community Representative
Washington County Community Representative
City of Portland
City of Beaverton
City of Happy Valley
City of Tualatin
Multnomah County
Washington County
Clark County
Oregon Dept. of Land Conservation & Development
Oregon Dept. of Land Conservation & Development
Clackamas Water Environmental Services
Clean Water Services

Cassera Phipps
Gery Keck
Jeff Hampton
Brett Morgan
Nora Apter
Jacqui Treiger
Rachel Loftin
Mike O'Brien
Ryan Ames

Clean Water Services
Tualatin Hills Parks & Rec District
Business Oregon
1000 Friends of Oregon
Oregon Environmental Council
Oregon Environmental Council
Community Partners for Affordable Housing
Mayer Reed, Inc.
Washington County Public Health

Guests Attending

Andrew Bastasch
Barry Manning
Bryan Graveline
Cody Meyer
Dakota Meyer
Erik Havig
John Charles
Kirsten Beale
Marita Ingalsbe
Max Nonnamaker
Mike Mason
Nick Fortey
Stephanie Millar

Affiliate

Oregon Department of Transportation
City of Portland
Portland Bureau of Transportation
Oregon Dept. of Land Conservation & Development
City of Troutdale
Oregon Department of Transportation
Cascade Policy Institute
WSP
Hayhurst Neighborhood Association
Multnomah County
Oregon Department of Transportation
FHWA
Oregon Department of Transportation

Metro Staff Attending

Ally Holmqvist, Andre Bealer, Andre Lightsey-Walker, Andrea Pastor, Cindy Pederson, Eliot Rose, Eryn Kehe, Grace Cho, Grace Stainback, Isaiah Jackman, Jake Lovell, Joe Broach, John Mermin, Kim Ellis, Lake McTighe, Marie Miller, Matt Bihn, Matthew Hampton, Michaela Barton, Molly Cooney-Mesker, Sebrina Owens-Wilson, Ted Leybold, Tim Collins, Tom Kloster

Call meeting to order, introductions and committee updates (Tom Kloster, TPAC Chair)

Tom Kloster, TPAC Chair, called the workshop meeting to order at 9:00 a.m. Introductions were made. The meeting format held in Zoom with chat area for shared links and comments, screen name editing, mute/unmute, and hands raised for being called on for questions/comments were among the logistics reviewed. It was announced this was the last joint MTAC/TPAC committee workshop this year.

Chris Ford announced the application deadline with ODOT's Community Charging Rebates Program is October 13 or when funds run out. It has distributed \$1.2 million for 58 EV charging projects around the state already. Around \$550,000 remains for projects in disadvantaged and rural communities.

<https://www.oregon.gov/odot/climate/Pages/communitychargingrebates.aspx>

Public Communications on Agenda Items – none provided

Consideration of MTAC/TPAC workshop summary of June 21, 2023 – No edits or corrections were submitted; summary of June 21, 2023 workshop approved as written.

Construction Career Pathways Overview and Update (Sebrina Owens-Wilson & Andre Bealer, Metro)

The presentation began with an overview of the project with developing a regional approach to recruiting and retaining women and people of color in the construction trades. Nine public agencies in the greater Portland region have made policy commitments to implement Construction Career

Pathways to grow and diversify the construction workforce. Ms. Owens-Wilson described the outcomes with the program:

- Increase construction career opportunities for Black, Indigenous, and people of color and women
- Help meet the regional demand for a skilled construction workforce
- Utilize regional coordination to leverage collective efforts
- Establish consistent recruitment, training and retention policies & practices
- Make equitable industry standards the norm

While the number of projects and demand for workers continue to grow, women and people of color leave the construction workforce at higher rates. The steps in the Construction Career Pathways program were described. In the framework of the program public agencies in the Portland Metro region are working together to grow and diversify the construction through a number of initiatives. Moving forward, the program plans to align data and regional dashboard information, analyze regional markets, gain new agency supports and expand the program.

Comments from the committee:

- Manny Contreras asked if Clackamas County was part of the regional agencies participating in the program. It was noted the importance for childcare and transportation assistance needs to overcome barriers relating to apprentices the County has. It was asked if any pushback with DEI has been noted given the climate of DEI attacks. Ms. Owens-Wilson noted the public agencies that adopted the program framework included Clackamas County, which included collaborative funding in strategies. Agreement was given on the needs of childcare and transportation. The program is aiming to support childcare through workforce development programs where opportunities exist in the region. DEI pushback has been acknowledged, but Metro is committed to the strategies, policies and direction of the program and will continue to evaluate strategies to develop further.
- Mike O'Brien asked where did you go to get partners for the pathway pre-apprenticeship program as well as the apprentice program. Are there any missing partners you would like to include? Apart from government agencies it may be challenging for support. Mr. Bealer noted we had several pre-apprenticeship programs across the region and are finding out if they have room for expanding the program, providing additional services and expanding outreach to the underserved areas of the communities.
- Indi Namkoong asked to what degree are some of these goals completed by apprentices aggregated by trade or race. Ms. Owens-Wilson noted the workforce diversity goals in the framework have this listed for 20% state-registered apprentices, 25% persons of color and 14% women. This is part of the tracking and improving strategy that would be by trade and race. The regional collaborative committee will be working on how we pool that data together across agencies. In the workforce agreement the goals are by trade.

2023 Regional Transportation Plan Comments (Kim Ellis, Metro) Public comments received to date on the proposed 2023 RTP and next steps for finalizing RTP and HCT Strategy for adoption was reviewed. The 45-day comment period builds on engagement conducted since 2021 and ends on August 25. Preliminary data on the comments received was shared. Key topic areas received to date with comments include transit service, distribution of funding across modes, chapter 3 (system policies to achieve our vision, and climate.

Online public survey results were reported to date. Participants were asked to weigh in on new and updated policies, RTP investment priorities and the High Capacity Transit Strategy. The survey also

asked on a scale of 1 to 5, how well do you think the pricing policies guide the region's transportation system in the right direction, and how well do you think the mobility policies guide the region's transportation system in the right direction. Next steps for finalizing the RTP and HCT strategy for adoption was reviewed.

Comments from the committee:

- Carol Chesarek asked about the ratings of people's feelings compared to past years; better or worse? There was interest in knowing more about comments expressed by Joe Cartwright about the math not working compared to past plans. Ms. Ellis noted she will need to look back on past engagements, but sensed this year regarding investments in particular, there are more voices expressing dissatisfaction than in the past. Regarding the math not working compared to past plans we are following the process directed by Metro Council and required by state. The math works in the model. The challenge is some of the assumptions that were made were not part of our strategy implemented statewide. Additional analysis has capabilities to further pricing implementation impacts.
- Eric Hesse noted comments relating to the 2040 Climate Smart and RTP targets on reducing emissions. Were these to reflect the evolution from state rules? Ms. Ellis noted that the 2018 RTP reported on emissions with air quality conformity, so the data pulled is different from the state's targets. The two models account for different things. Appendix J highlights this. Metro can work with the state to develop the tool for our region to compare more accurately the targets as they were defined by the state.
- Steve Williams asked about any scientific surveys in addition to the public comment forms. Ms. Ellis noted there will be demographic information reported and where people live from the comments, but no other surveys planned.

2023 Regional Transportation Plan (RTP) Regional Mobility Policy (Kim Ellis, Metro & Glen Bolen, ODOT) An update on additional work completed and underway to inform finalizing the draft policy, measures and targets/thresholds for the 2023 Regional Transportation Plan (RTP) was provided. The committees were reminded the Regional Mobility Policy is a policy in the RTP as well as the Oregon Highway Plan (OHP). It applies to transportation system planning and plan amendment processes within the Portland metropolitan area. The policy is used to identify transportation needs and solutions during updates to the RTP and local transportation system plans (TSPs), and to evaluate the potential impacts of local comprehensive plan amendments and zoning changes.

The draft regional mobility policy for the 2023 RTP identifies three mobility performance measures: vehicle miles traveled per capita, system completion for all modes (including TDM and TSMO) and throughway reliability using travel speed. It was noted RTP must meet state VMT per capita target and will set future baseline. The draft implementation action plan was reviewed. It was noted this policy intersects with statewide planning efforts underway and will support regional and local implementation of statewide policies.

Comments from the committee:

- Eric Hesse asked how the new segmentation was tied to solution development and connects with the rest of the process. It was suggested capital projects might be lengthier segments and pricing segments where interchanges are located. Glen Bolen noted the issue in past modeling with segments on roadways did not pick up everything, but current improvements are showing all segments on the map. As far as solution finding this policy was developed to define where

the problems are. This does not identify the fix, but where the need is. Ms. Ellis added they also helps align with our federal performance measures.

- Vee Paykar asked about reliability on throughways and if arterials or orphaned highways were considered part of throughways. Ms. Ellis noted throughways are the interstate freeways and other facilities that relate to serve longer interstate regional and statewide trips. They are an important part of the transportation system for the longer distance travel perspective and core part of our freight transportation network.
- Mike McCarthy expressed concerns about liability and safety issues with this policy. The 34mph proposed on freeways is not a reasonable threshold for defining functionality. This policy basically says we are going to make these transportation facilities unreliable for 4 hours of the day. We don't do this for any other mode of transportation. The freeway is our backbone of the transportation system and seeing policies like this aren't realistic.

Much traffic is observed through cities and through freeway diversions making it unsafe for pedestrians and cyclists. Hours of higher traffic varies on weekdays. With the diversion of traffic from freeways onto local streets we are running into significant safety concerns. The amount of traffic diverting from freeways when it goes below 35mph tends to carry only half the capacity of what it would carry if functioning properly. They would now have 6 times the number of fatal crashes based on some of the other Metro calculations.

If we take that freeway traffic based on the unreliability of this policy and have it divert onto the local system this would allow an additional 58 fatal or serious crashes every year – more than one a week. It was suggested that the models that show diversion participated with levels of freeways be provided. Comments and further feedback was encouraged that provide details and options on how this policy can be refined with the discussions ahead.

- Karen Buehrig asked for clarification with this mobility policy and other ways we access and measure our system, with her understanding that there isn't anything we are putting together here that would keep local jurisdictions from having other types of measures such as safety measures where they would evaluate their system or the measures they might use to intersect functionality. Shifting the regional mobility measures will not cause a local jurisdiction to have to change or remove how they assess their system. Ms. Ellis noted this policy allow for local measures. This not the only consideration in planning and accessing impacts on the system.

Clarification was asked on further conversations around the VMT measure which was noted in the presentation happening at the ODOT led level. At one point we discussed sub-areas and group discussions. What further opportunities and expectations are planned? Ms. Ellis noted staff at DLCD and ODOT have been discussing and Metro intends to bring forward future discussions to the committees including some the research we are doing on potential sub-districts and modes. It was confirmed these will be presented before the RTP is voted on.

Strong concerns were expressed about the measure for the throughways with signals and the 29mph level which isn't felt to be the correct level that helps us identify problems on the system. It was felt that Clackamas County was most significantly impacted if we look at this freeway map with signals. It was noted there would be more opportunity to discuss this.

- Jaimie Lorenzini expressed interest in learning more about impacts on signalized freeways, and how the mobility policy considers the feedback between transportation and land use. Mobility seems to be specific to the facility network with transportation. Some communities may feel

impacts of decreased mobility more than others. It was suggested that in the future we look at overlaying zoning areas to help find what possible impacts are being created on communities.

- Glen Bolen land use was one of the motivators of updating the arterials network in the mobility policy. Zoning differences have led to cities not meeting standards that conflict with land use. Overlaying maps with route selections on local roads can be challenging with liability issues on throughways.

Ms. Lorenzini noted when there is a mobility breakdown in the community on the system, there may be some parts our system perceived impacts to be much greater because of the adjacent land uses. Overlaying the surrounding zoning can help us anticipate where the breakdown in the system is and where communities are impacted.

- Eric Hesse appreciated the discussion on ways to evaluate the system with scenarios likely to affect the future. It was noted we have a ½ million-dollar gap in funding the project list now. Further discussion of strategies to address this is needed.
- Sarah Iannarone asked how we are planning to research impacts on mobility policy safety. Concern was expressed with unreliability of using calibrations with levels of service with safety and accuracy without data to make sure we are choosing the right mobility policies with the right data. Staff was asked if they are looking at this in forward thinking manner that gives us better safety results on our system. Joe Broach noted that at this point we are looking at ways to operationalize the policy at a regional scale. It has been done in a thoughtful manner and supports the analysis mentioned. It was acknowledged these are early days yet with more to be developed.
- Indi Namkoong noted so many of our safety remedies have tradeoffs in one place or another. Gathering good data and acting on good analysis will be incredibly valuable through implementation, but I'll admit I'm wary of making substantial changes before we have better empirical understanding of the relationship between the policy, diversion, and safety off the throughways.
- Joseph Edge asked how is the work of the Regional Habitat Connectivity Working Group being integrated into the updated Mobility Policy? Ms. Ellis noted the mobility policy is not directly addressing regional habitat issues, but addressed in areas of the RTP. The mobility policy is focused on movement of people, goods and services in the region but recognize the importance of having these policies not harm habitat connectivity.

There was a 5-minute break in the meeting.

2023 Regional Transportation Plan (RTP) Throughway Policy and Auxiliary Lanes (Kim Ellis, Metro & Chris Ford, ODOT) A background and overview of throughway system policy was provided. It was adopted in 2000 RTP in response to 2040 Growth Concept provision to connect regional centers and the central city with throughways and high capacity transit. The 2000 RTP throughway system included both existing and new routes, including the proposed Sunrise Corridor, I-5/99W Connector and Mount Hood Parkway. The 2000 RTP envisioned throughway network spacing of 6-10 miles with access from major arterials at spacing of no less than 1 mile. Throughways considered complete at up to 3 through lanes and 1 auxiliary lane in each direction. Two design classifications of “freeways” and “highways” was included.

The 2000 RTP included mobility policy to manage 2-hour AM and PM peaks, with the expectation that most throughways would be at capacity during the peak hours. 2000 RTP throughway expansion policy required that proposals to add freeway lanes consider pricing as an alternative. The auxiliary lane policy is defined as up to one additional lane in each direction to address short trips and merging safety, but

does not function as a through lane. It is defined to be from one interchange to the next and assumed in our travel model as an additional travel lane, but with one-half the capacity of a through lane.

Policy refinements from 2000 – 2022 included:

- 2-hour peak mobility policy incorporated into Oregon Highway Plan in 2000
- Throughways incorporated into broader concept of mobility corridors in 2010
- Oregon Highway Plan changes in 2011 and 2018 RTP performance trigger development of new mobility policy in 2019-2022

Throughways in the 2023 RTP:

1. Completeness policy of up to 3 through lanes and 1 auxiliary lane in each direction retained
2. Consideration of pricing alternative when adding throughway capacity retained
3. AM/PM Peak mobility policy replaced with proposed speed-based policy for throughways

Climate Friendly and Equitable Communities (CFEC) rules require additional updates to RTP throughway policy:

- Enhanced review of new motor vehicle capacity, including auxiliary lanes greater than one-half mile in length
- Estimation of latent and induced demand using best available science
- Adoption of at least two performance standards for evaluating land use decisions – one unrelated to motor vehicle performance

New Oregon Transportation Plan (OTP) furthers statewide CFEC rules and RTP throughway policy:

- Prior to adding new motor vehicle capacity, assess whether the capacity or other needs can be reasonably addressed by:
 - Multimodal investments
 - Transportation options programs
 - Transportation system management improvements
 - Context-appropriate pricing strategies

Comments from the committee:

- Eric Hesse noted the throughway system completeness with at up to 3 through lanes and 1 auxiliary lane in each direction. How did this sync up with the 2 auxiliary lane IBR proposal being currently evaluated. Ms. Ellis noted what the IBR conceptualizes and acknowledges in the policy language there may be cases where we need to go beyond the policy where congestion management process with required alternative is required as part of the evaluation process.
- Karen Buehrig asked if any thought had been given on how pricing on freeways interplays with mobility policy and corridors. There is a significant part of the RTP that discusses mobility corridors and the need for various types of investments within corridors. But now as we are moving forward with various pricing projects, how do these pricing projects interplay with the mobility corridors? Ms. Ellis noted the policy around mobility corridors is defining a complete transportation system. Tolling and pricing policies can be part of the management strategy to making transportation investments in the system.

Ms. Buehrig noted it's not pricing alone that addresses the mobility issues. You have to look at how all the transportation facilities are functioning in that area. While pricing may make an interstate facility function fine, it ends up where people are making different choices for travel, leading to deciding what other investments are needed in other parts of the system. Jurisdictions are in an awkward process as they are involved in deciding what current projects

are, where located, and need to support a tolling system. Concern was given if this is fully sufficient for our needs and mobility corridors needing to be thought about more comprehensively.

Chris Ford presented an overview on auxiliary lanes. The definition of an auxiliary lane was described with ODOT's application of the description an additional lane segment designed to effectively manage and restore existing capacity currently degraded by operational performance. An auxiliary lane is expected to restore (but not increase) effective existing system capacity caused by poor operations and address existing and future safety issues related to unique geometric and operational factors. The purpose of the freeway auxiliary lane and circumstances when freeway auxiliary lanes may be warranted was described.

Tools to identify auxiliary lane needs with technical evaluation topics, studies and system programs and evaluations of alternatives to auxiliary lanes. An example of auxiliary lane system-to-system connectivity was shown. General freeway operation goals included support 2040 Growth Concept as part of multimodal regional and statewide transportation network, provide a safe facility, provide a reliable facility, efficient and resilient system, and meet design and maintenance standards. Committees were encouraged to contact Mr. Ford with any follow-up questions.

Adjournment (Tom Kloster, TPAC Chair)

There being no further business, workshop meeting was adjourned by TPAC Chair Kloster at 12:01 p.m.

Respectfully submitted,

Marie Miller, MTAC and TPAC Recorder

Attachments to the Public Record, MTAC and TPAC workshop meeting, August 16, 2023

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
1	Agenda	8/16/2023	8/16/2023 MTAC and TPAC workshop meeting agenda	081623M-01
2	Work Program	8/9/2023	MTAC work program as of 8/9/2023	081623M-02
3	Work Program	8/9/2023	TPAC work program as of 8/9/2023	081623M-03
4	Draft Minutes	6/21/2023	Draft minutes from June 21, 2023 MTAC TPAC workshop	081623M-04
5	Handout	N/A	CONSTRUCTION CAREER PATHWAYS REGIONAL FRAMEWORK	081623M-05
6	Handout	8/9/2023	Key Dates for Finalizing the 2023 Regional Transportation Plan and 2023 High Capacity Transit Strategy for Adoption	081623M-06
7	Report	8/8/2023	2023 Regional Transportation Plan Summary of public comment survey – reflects results through August 7, 2023	081623M-07
8	Report	8/8/2023	2023 DRAFT REGIONAL TRANSPORTATION PLAN Public Comments July 10 – August 7, 2023	081623M-08
9	Memo	7/28/2023	TO: MTAC and TPAC members and interested parties From: Kim Ellis, AICP, RTP Project Manager RE: 2023 Regional Transportation Plan: Update on Regional Mobility Policy Next Steps	081623M-09
10	Memo	8/8/2023	TO: MTAC and TPAC members and interested parties From: Joe Broach, Senior Researcher and Modeler Peter Bosa, Principal Researcher and Modeler RE: Updated Draft Throughways Travel Speed Analysis for the 2023 Regional Transportation Plan (RTP)	081623M-10
11	Handout	8/9/2023	RTP Mobility Corridors: Key Facts <i>Mobility Corridors Policy</i>	081623M-11
12	Presentation	8/16/2023	Regional Throughway Policy Overview <i>2023 Regional Transportation Plan Update</i>	081623M-12
13	Letter	May 3, 2023	From: ODOT RE: Motor vehicle and auxiliary Lane policies in draft 2023 RTP update	081623M-13
14	Presentation	8/16/2023	Overview of Auxiliary Lanes	081623M-14
15	Presentation	8/16/2023	Construction Career Pathways	081623M-15
16	Presentation	8/16/2023	2023 Regional Transportation Plan Final Public Comment Period	081623M-16
17	Presentation	8/16/2023	Draft Regional mobility policy for the 2023 RTP	081623M-17

Democratic Rules Cheat-Sheet: Making Decisions

(distilled from the Democratic Rules of Order)

"I second that emotion!" -Smokey Robinson & The Miracles

Making a Motion

1. Committee decisions are made with motions in which a member says "I move [*that some action be taken*]."
2. Before any motion can be considered it must be seconded by another member. This prevents time being spent on an idea that has little chance of approval.
3. A new motion cannot be made until the motion on the floor has been withdrawn or voted on except for these motions, which speak to the motion on the floor:
 - *Motion to amend*
 - *Motion to postpone*
4. If the motion is clear and has been seconded, the Chair or Secretary should repeat the motion to make sure it is understood and recorded correctly.
5. The mover typically speaks to the motion first and again at the end of the discussion.
6. During discussion, ideas for improving the motion may occur and may be accepted by the mover provided the new wording is seconded by another member. Rewording can be continued until the motion is as perfect as the mover, assisted by the committee members, can make it.
7. Once the mover has decided on new wording and it has been seconded, the Chair or Secretary should read out the reworded motion, and this becomes a new motion on the floor, replacing the previous one.

Amending a Motion

1. If the mover does not (or cannot, because of objections) make a suggested change to the motion, any member may move an amendment to the original motion. An amendment may delete, substitute, or add words that will modify the original motion but must not negate it or change the intent.
2. The amendment, when accepted by the chair and seconded, immediately becomes a new motion on the floor, temporarily replacing the original motion.

3. The details of the proposed amendment are discussed, not the original motion, and then the amendment is voted on.
4. An amendment cannot be amended but can be defeated and replaced with another amendment.
5. If the amendment passes, the Secretary should read the newly amended previous motion, which is now a new motion on the floor to be discussed and voted on. It cannot be reworded or withdrawn by the original mover's privilege now, but this new motion can be passed, defeated, or amended again.
6. If the amendment fails, the previous motion again becomes the motion on the floor.
7. A non-binding opinion poll (straw vote) can be held by the Chair any time during the meeting if the members are willing.

Postponing a Motion

1. Any time before the motion has been voted on, a member may move to postpone the motion on the floor (including any amendments passed) to a future date or to refer it to a standing or ad hoc committee for further study.
2. A motion cannot be postponed permanently.

Voting on a Motion

1. When all members who wish to speak have done so, the Chair should call for a vote.
2. Members shall vote in favor or opposed to the motion, or abstain from the vote.
3. A decision is made (the motion is passed) when a quorum is present and more than half the votes are in favor. Abstentions are not counted toward the decision.
4. Members who believe discussion is complete may call out "question," or the chair may ask "Are you ready to vote?" The response is a guide for the chair only and does not force a vote.
5. A member who believes that the chair is calling for the vote too early or is delaying too long can move that "we delay the vote for more discussion" or that "we vote now." Such a motion needs seconding and should be voted on with little or no discussion.
6. The Chair or Secretary should announce the outcome of the vote for the record.

Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: September 13, 2023
To: Metro Technical Advisory Committee (MTAC) and interested parties
From: Kim Ellis, AICP, RTP Project Manager
Ally Holmqvist, HCT Strategy Project Manager
Subject: Draft Legislation and Next Steps for Finalizing the 2023 Regional Transportation Plan (RTP) and 2023 High Capacity Transit (HCT) Strategy for Adoption

PURPOSE

This memo provides the draft legislation for adoption of the 2023 Regional Transportation Plan (RTP) and 2023 High Capacity Transit (HCT) Strategy. A separate memo dated 9/13/23 summarizes the process for finalizing the committee's recommendation to the Metro Policy Advisory Committee (MPAC) on adoption of the RTP and HCT Strategy.

ACTION REQUESTED

The September 20 meeting provides an opportunity for MTAC members to ask questions about the legislative process and begin discussion of draft Metro staff recommended actions to respond to public comments on the RTP and HCT Strategy. *MTAC will be requested to make a recommendation to Metro Policy Advisory Committee (MPAC) at the Oct. 18 meeting.*

BACKGROUND

The greater Portland region's economic prosperity and quality of life depend on a transportation system that provides every person and business in the region with equitable access to safe, reliable, climate-friendly and affordable travel options. Since Fall 2021, the Metro Council and staff have extensively engaged with policymakers, jurisdictional staff, federally recognized tribes, transportation agencies, community-based organizations and business groups, businesses, and members of the public to update the region's vision, goals and policies for the transportation system and understand the region's transportation trends, needs and priorities for investment.

DRAFT LEGISLATION FOR ADOPTION OF THE 2023 REGIONAL TRANSPORTATION PLAN

The RTP is a component of the Regional Framework Plan, which is a governing document for the greater Portland region. First adopted in 1997, the RFP identifies regional policies to implement the 2040 Growth Concept, including regional transportation.¹ When the Metro Council adopts amendments to the RTP or other components of the Regional Framework Plan, it is adopting legislation that must be adopted by ordinance in order to create legally binding requirements on local governments in the region. The RTP will also be adopted as the federally recognized metropolitan transportation plan for the region under federal law and the regional transportation system plan for the region under state law.

The draft RTP adoption ordinance and a list of exhibits are provided for reference:

Ordinance No. 23-1496 For the Purpose of Amending the 2023 Regional Transportation Plan to Comply With Federal and State Law

¹ <https://www.oregonmetro.gov/regional-framework-plan>

- **Exhibit A – Public Review Draft 2023 Regional Transportation Plan and Appendices.** This exhibit includes the public review draft 2023 Regional Transportation Plan and appendices, including the financially constrained project list. *Amendments to this exhibit will be documented in Exhibit C, but will not be incorporated in Exhibit A until after adoption by JPACT and the Metro Council.*
- **Exhibit B – Regional Framework Plan Amendments.** This exhibit amends the existing Chapter 2 of the Regional Framework Plan with the new goals and objectives included in Chapter 2 of the 2023 Regional Transportation Plan. *Metro staff will develop this exhibit for the October 18 meeting.*
- **Exhibit C – Summary of Comments Received and Recommended Actions.** This exhibit documents substantive comments received and recommended actions, including amendments to Exhibit A. *Metro staff is developing this exhibit for the September 20 meeting.*
- **Exhibit D – Findings of Fact and Conclusions of Law.** This exhibit includes legal findings that demonstrate consistency of the RTP with federal, state and regional requirements. *The Office of Metro Attorney will develop this exhibit for the Metro Council final action on November 30.*

The staff report to Ordinance No. 23-1496 will be provided in the October meeting packet.

DRAFT LEGISLATION FOR ADOPTION OF THE 2023 HIGH CAPACITY TRANSIT STRATEGY

The RTP is supported by several modal and topical strategies, including the 2023 High Capacity Transit Strategy. These plans and strategies are primarily guidance documents that provide a vision, policies and recommendations for the region that support implementation of the RTP. The HCT Strategy is will be adopted by resolution, like other strategies have been adopted, because much of each strategy consists of recommendations that do not impose binding obligations on local governments. However, key elements from each of the strategies that create binding obligations on local governments are incorporated into the 2023 RTP, including: recommended transit network concepts, system maps that define functional classifications for transit, and policies for transit. Adoption of the HCT Strategy by resolution expresses the intent of the Metro Council to support and implement the strategy, and is appropriate for strategies that provide guidance and policy direction.

The draft adoption resolution and a list of exhibits are provided for reference:

Resolution No. 23-5348 For the Purpose of Adopting the 2023 Regional High Capacity Transit Strategy

- **Exhibit A – Public Review Draft 2023 Regional High Capacity Transit Strategy.** This exhibit includes the public review draft 2023 Regional High Capacity Transit Strategy. *Amendments to the HCT will documented in Exhibit B, but will not be incorporated in Exhibit A until after adoption by JPACT and the Metro Council.*
- **Exhibit B – Summary of Comments Received and Recommended Actions.** This exhibit documents substantive comments and recommended actions, including amendments to Exhibit A. *This exhibit will be developed by Metro staff for the October MTAC meeting and will reflect HCT Strategy specific comments and recommended actions identified in Exhibit C to Ordinance No. 23-1496 described above.*

The staff report to Resolution No. 23-5348 will be provided in the October meeting packet.

/Attachments

- Draft Ordinance No. 23-1496 (RTP Adoption Legislation)
- Exhibit A to Ordinance No. 23-1496 (Public Review Draft RTP and Appendices)
- Draft Resolution No. 23-5348 (HCT Strategy Adoption Legislation)
- Exhibit A to Resolution No. 23-5348 (Public Review Draft HCT Strategy and Appendices)

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE 2018)	ORDINANCE NO. 23-1496
REGIONAL TRANSPORTATION PLAN (RTP))	
TO COMPLY WITH FEDERAL AND STATE)	Introduced by Chief Operating Officer
LAW AND AMENDING THE REGIONAL)	Marissa Madrigal in concurrence with
FRAMEWORK PLAN)	Council President Lynn Peterson

WHEREAS, Metro is the directly elected regional government responsible for regional land use and transportation planning under state law and the federally-designated metropolitan planning organization for the Portland metropolitan area; and

WHEREAS, the Regional Transportation Plan (RTP) is the federally recognized transportation policy for the Portland metropolitan region, and must be updated every five years to ensure continued compliance with federal planning regulations and funding eligibility of projects and programs using federal transportation funds in the region; and

WHEREAS, the RTP fulfills statewide planning requirements to implement Statewide Planning Goal 12, as implemented through the Transportation Planning Rule (Oregon Administrative Rules Chapter 660 Division 12) and the Metropolitan Greenhouse Gas Emissions Reduction Rule (Oregon Administrative Rules Chapter 660 Division 44); and

WHEREAS, the RTP is a central tool for implementing Metro’s Region 2040 Growth Concept and Climate Smart Strategy and constitutes a policy component of the Regional Framework Plan; and

WHEREAS, the last update to the RTP was adopted by the Metro Council on December 6, 2018 and subsequently approved and acknowledged by the Land Conservation and Development Commission; and

WHEREAS, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council approved the 2023 RTP work plan and public engagement plan on April 21 and May 5, 2022, respectively; and

WHEREAS, from May 2022 through November 2023, the Metro Council and Metro staff engaged the public, community, and business leaders, and local, regional and state partners to update the RTP, including its vision, goals, objectives, policies, performance measures, and projects; and

WHEREAS, Metro staff have conducted planning activities informed by extensive inclusive public engagement to support a regional policy discussion on the future of the region’s transportation system and the role that investment can play in providing safe, reliable and affordable mobility options to access to jobs, education, healthcare and other services and opportunities and building healthy, climate-friendly and equitable communities and a strong economy; and

WHEREAS, central to the 2023 RTP is an overall emphasis on making progress toward the region’s safety, equity, climate, economic and mobility goals, and state goals for reductions in per capita vehicle miles traveled and corresponding greenhouse gas emissions; and

WHEREAS, on July 10, 2023 Metro released the initial draft of the 2023 RTP and Appendices for public review and comment, providing a 45-day public comment period on the draft 2023 RTP

through August 25, 2023, and held a public hearing on July 27, 2023 to accept public testimony and comments; and

WHEREAS, Metro staff invited federally-recognized tribes, the Federal Highway Administration, the Federal Transit Administration and other federal, state and regional resource, wildlife, land management and regulatory agencies to consult on the 2023 RTP and Appendices in accordance with 23 CFR 450.316, and convened six separate consultation meetings in Fall 2021, Spring 2023 and on August 17 and 22, 2023; and

WHEREAS, the Metro Council, JPACT, the Metro Policy Advisory Committee (MPAC), the Metro Technical Advisory Committee, the Transportation Policy Alternatives Committee, TriMet, the South Metro Area Regional Transit, local government elected officials and staff, small and large businesses and economic development interests, business and community leaders, and the public, particularly underrepresented communities including Black, Indigenous and people of color communities, people with low income, people who speak limited English, people experiencing a disability, youth and older adults, assisted in the development of the 2023 RTP and provided comment throughout the planning process; and

WHEREAS, the 2023 RTP sets the foundation for local transportation plan updates, future region-wide planning efforts, regional efforts to seek transportation infrastructure funding, and defines specific activities for Metro and regional partners to take over the next few years to support the outcomes identified through the RTP update; and

WHEREAS, JPACT and MPAC have made recommendations to the Metro Council on adoption of the 2023 RTP and Appendices; and

WHEREAS, the Metro Council held two additional public hearings on the 2023 RTP and its components identified in Exhibit A, Exhibit B, Exhibit C, and Exhibit D on September 28 and November 30, 2023; now therefore,

THE METRO COUNCIL ORDAINS AS FOLLOWS:

1. The 2018 Regional Transportation Plan is hereby amended to become the 2023 Regional Transportation Plan, as indicated in attached Exhibit A and Appendices, and the addendum to Exhibit A, which are all attached and incorporated into this ordinance.
2. Chapter 2 (Transportation) of Metro's Regional Framework Plan is hereby amended, as indicated in Exhibit B, attached and incorporated into this ordinance, to reflect the updated Transportation policies in the 2023 RTP in Exhibit A.
3. The "Summary of Comments Received and Recommended Actions," attached as Exhibit C, is incorporated by reference and any amendments reflected in the recommended actions are incorporated in Exhibit A.
4. The Findings of Fact and Conclusions of Law in Exhibit D, attached and incorporated into this ordinance, explain how these amendments comply with the Regional Framework Plan, statewide planning laws and the Oregon Transportation Plan and its applicable components.
5. Staff is directed to submit this ordinance and exhibits to the Land Conservation and Development Commission (LCDC).

6. The 2023 RTP is hereby adopted as the federally-recognized metropolitan transportation plan and shall be transmitted to the U.S. Department of Transportation

ADOPTED by the Metro Council this 30th day of November 2023.

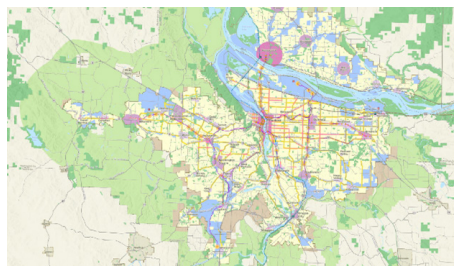
Lynn Peterson, Council President

Attest:

Approved as to Form:

Connor Ayers, Recording Secretary

Carrie MacLaren, Metro Attorney



PUBLIC REVIEW DRAFT 2023 Regional Transportation Plan

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

July 10, 2023

oregonmetro.gov/rtp

2023 REGIONAL TRANSPORTATION PLAN | LIST OF CONTENTS

Executive Summary

This section provides an overview of the plan, how it was developed, key trends and challenges it will address and the outcomes it will deliver. The executive summary is a standalone document for the public review draft plan.

Chapter 1 | Toward a Connected Region

This chapter introduces the greater Portland region and Metro’s role in transportation planning, how the plan addresses regional, state and federal requirements, its relationship to other adopted plans and strategies, and the public process that shaped development of the plan.

Chapter 2 | Our Shared Vision and Goals for Transportation

This chapter presents the plan’s aspirational vision for the region’s transportation system. The vision is further described through goals, objectives and performance targets that reflect the values and desired outcomes expressed by the public, policymakers and community and business leaders engaged in development of the plan. This outcomes-based policy framework guides future planning and investment decisions as well as monitoring plan implementation.

Chapter 3 | Transportation System Policies to Achieve Our Vision

This chapter defines overarching policies for safety, equity, climate, mobility and pricing as well as the vision and policies for the modal networks of the regional transportation system – motor vehicle, transit, freight, bike and pedestrian - and for transportation system management and operations (TSMO) and transportation demand management (TDM). The policies will help the region make progress toward the plan’s vision and goals and implementation of the 2040 Growth Concept and Climate Smart Strategy. Together the policies will guide the development and implementation of the regional transportation system, informing transportation planning and investment decisions made by the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council.

Chapter 4 | Our Growing and Changing Region

This chapter provides a snapshot of current regional growth trends and existing conditions and outlines key transportation challenges the plan will address and opportunities for building a regional transportation system that reflects our values and vision for the future.

Chapter 5 | Our Transportation Funding Outlook

This chapter provides an overview of local, state and federal funding expected to be available to pay for needed investments.

Chapter 6 | Regional Programs and Projects to Achieve Our Vision

This chapter describes how the region plans to invest in the transportation system, with expected funding.

Chapter 7 | Measuring Outcomes

This chapter reports on the expected system performance of the region’s investment priorities and documents whether the region achieves regional performance targets in 2045.

Chapter 8 | Moving Forward Together

This chapter describes ongoing and future efforts to implement the RTP, consistent with federal, state and regional requirements. The chapter summarizes ongoing regional programs, regional and state planning efforts and major project development activities underway in the region, and data and research activities to support Metro’s performance-planning responsibilities and plan implementation.

Glossary

Common Acronyms

APPENDICES

Appendix A	Constrained Priorities – Near-term Constrained Project List (2023 to 2030); Long-term Constrained Project List (2031 to 2045)
Appendix B	Unconstrained Priorities – 2031 to 2045 Strategic Project List
Appendix C	Federal Air Quality Attainment Status Certification Letter (effective Oct. 2, 2017)
Appendix D	Public and Stakeholder Engagement and Consultation Summary <i>Note: This appendix is under development and will be included in final RTP Appendices.</i>
Appendix E	<i>not assigned</i>
Appendix F	Environmental Assessment and Potential Mitigation Strategies
Appendix G	Coordinated Transportation Plan for Seniors and People with Disabilities (adopted in June 2020 by the TriMet Board)
Appendix H	Financial Strategy Documentation
Appendix I	Performance Evaluation Documentation
Appendix J	Climate Smart Strategy Implementation and Monitoring
Appendix K	Performance Targets <i>Note: This appendix will be included in final RTP Appendices.</i>
Appendix L	Federal Performance-Based Planning and Congestion Management Process Documentation
Appendix M	Regional Analysis Documentation
Appendix N	Southwest Corridor Project Locally Preferred Alternative (adopted Dec. 6, 2018)
Appendix O	Earthquake Ready Burnside Bridge Preferred Alternative (adopted March 16, 2023)
Appendix P	East Metro Connections Plan (adopted in June 2013)
Appendix Q	Sunrise Project Locally Preferred Alternative (adopted in July 2009)
Appendix R	I-5/99W Connector Study Recommendations (adopted in Feb. 2009 by Project Steering Committee)
Appendix S	I-5/Columbia River Bridge Replacement Modified Locally Preferred Alternative (adopted in July 2022)
Appendix T	Clackamas to Columbia Corridor Plan (adopted in 2020)
Appendix U	Summary of Comments Received and Recommended Actions <i>Note: This appendix will be developed following the final public comment period and included in final RTP Appendices.</i>

LIST OF TOPICAL AND MODAL STRATEGIES AND PLANS*

	Adoption date
Regional Transportation System Management and Operations Strategy	Jan. 6, 2022
Regional Transportation Safety Strategy	Dec. 6, 2018
Regional Emerging Technology Strategy	Dec. 6, 2018
Regional Freight Strategy	Dec. 6, 2018
Regional Transit Strategy	Dec. 6, 2018
Regional Travel Options Strategy	May 24, 2018
Climate Smart Strategy (incorporated in the RTP in Dec. 2018)	Dec. 18, 2014
Regional Active Transportation Plan	July 17, 2014

* All strategies and plans were adopted by the Metro Council and Joint Policy Advisory Committee on Transportation (JPACT).



Supplement to Exhibit A to Ordinance No. 23-1496: 2023 Regional Transportation Plan Appendices

Due to the size of the 2023 Regional Transportation Plan Appendices, it is being included in the packet electronically via this document. The appendices can be found at <https://www.oregonmetro.gov/public-projects/2023-regional-transportation-plan/public-comment> or click on the blue links below to view the individual documents. Printed copies are available on request.

- [**Appendix A - 2023 RTP Constrained Priorities Project List**](#) (2023 to 2045 project lists and [interactive map](#) and [interactive project list](#)). This appendix documents the projects that fit within “financially constrained” budget of federal, state and local funds the greater Portland region can reasonably expect through 2045, consistent with federal and state law. These projects are eligible for state and federal funding under federal law. *This appendix will be updated to reflect final recommendations in Exhibit C to Ordinance No. 23-1496.*
- [**Appendix B - 2023 RTP Unconstrained Strategic Priorities Project List**](#) (2023 to 2045 strategic project list and [interactive map](#) and [interactive project list](#)). This appendix documents additional priority projects that could be constructed with additional resources. *This appendix will be updated to reflect final recommendations in Exhibit C to Ordinance No. 23-1496.*
- [**Appendix C - Federal Air Quality Attainment Status Certification Letter**](#). This appendix contains a certification letter from the U.S. Environmental Protection Agency declaring the region’s attainment status for air quality and that transportation conformity requirements no longer apply for federally-funded transportation projects. The region remains responsible for implementation of transportation control measures contained in the Oregon State Implementation Plan.
- [**Appendix D - 2023 RTP Public and Stakeholder Engagement and Consultation Summary**](#). This appendix documents the engagement and consultation process to inform development of the 2023 RTP and comments received during the final public comment period. *This appendix is under development and will be finalized following adoption of the 2023 RTP and Appendices.*
- [**Appendix E - 2023 RTP Regional Mobility Policy Documentation**](#). This appendix documents the research, policy development and related engagement activities conducted to inform development of the 2023 RTP regional mobility policy and action plan for future work. *This appendix will be developed and reflect final recommendations in Exhibit C to Ordinance No. 23-1496.*
- [**Appendix F - 2023 RTP Environmental Assessment and Potential Mitigation Strategies**](#). This appendix documents the methods and data used to conduct a system-level environmental analysis of the 2023 RTP projects and discusses environmental requirements and potential environmental mitigation strategies. *This appendix will be updated to reflect final recommendations in Exhibit C to Ordinance No. 23-1496.*
- [**Appendix G - Coordinated Transportation Plan for Seniors and People with Disabilities**](#). Adopted in June 2020 by the TriMet Board, this appendix documents regional planning conducted to assess the transportation needs of seniors and people with disabilities, fulfilling federal requirements for a coordinated human services plan.
- [**Appendix H - 2023 RTP Financial Strategy Documentation**](#). This appendix documents the methods and data used to develop the financially constrained revenue forecast for the 2023 RTP. *This appendix will be updated to reflect final recommendations in Exhibit C to Ordinance No. 23-1496.*

Supplement to Exhibit A to Ordinance No. 23-1496: 2023 Regional Transportation Plan Appendices

- [Appendix I – 2023 RTP Performance Evaluation Documentation](#). This appendix documents the regional system performance evaluation outputs. *This appendix will be updated to reflect final recommendations in Exhibit C to Ordinance No. 23-1496 and finalized once the final model runs are complete.*
- [Appendix J – 2023 RTP Climate Smart Strategy Implementation and Monitoring](#). This appendix documents progress implementing the adopted Climate Smart Strategy and the analysis tools and technical assumptions used to forecast future greenhouse gas emissions and related vehicle miles traveled per capita. *This appendix will be updated to reflect final recommendations in Exhibit C to Ordinance No. 23-1496.*
- [Appendix K – 2023 RTP Performance Targets Summary](#). This appendix documents the RTP performance targets. *This appendix will be finalized once the final model runs are complete following adoption of the 2023 RTP by Ordinance No. 23-1496. See Chapter 2 for information about performance measures and targets. See Chapter 7 for information performance of the draft plan.*
- [Appendix L – 2023 RTP Federal Transportation Performance Management and Congestion Management Process Documentation](#). This appendix documents the region’s approach for addressing federal transportation performance management and congestion management monitoring and reporting requirements. *This appendix will be updated to reflect final recommendations in Exhibit C to Ordinance No. 23-1496.*
- [Appendix M – 2023 RTP Regional Modeling and Analysis Documentation](#). This appendix documents travel model assumptions, regionally coordinated and adopted land use forecast and transportation analysis zone assumptions. *This appendix will be updated to reflect final recommendations in Exhibit C to Ordinance No. 23-1496 and finalized once the final model runs are complete.*
- [Appendix N – Southwest Corridor Light Rail Locally Preferred Alternative](#). This appendix documents the locally preferred alternative for Southwest Corridor light rail project adopted by JPACT and the Metro Council by Resolution No. 18-4915.
- [Appendix O – Earthquake Ready Burnside Bridge Locally Preferred Alternative](#). This appendix documents the locally preferred alternative for the Earthquake Ready Burnside Bridge Project adopted by JPACT and the Metro Council by Resolution No. 23-5306.
- [Appendix P – East Metro Connections Plan](#). This appendix documents the adopted final action plan recommendations contained in the East Metro Connections Plan.
- [Appendix Q – Sunrise Project Locally Preferred Alternative](#). This appendix documents the adopted locally preferred alternative for the Sunrise Project.
- [Appendix R – I-5/99W Connector Study Recommendations](#). This appendix documents the locally-adopted I-5/99W Connector Study recommendations.
- [Appendix S – I-5 Interstate Bridge Replacement Modified Locally Preferred Alternative](#). This appendix documents the modified locally preferred alternative for the I-5 Interstate Bridge Replacement Program endorsed by JPACT and the Metro Council by Resolution No. 22-5273.
- [Appendix T – Clackamas to Columbia Corridor Plan](#). This appendix documents the final recommendations contained in the Clackamas to Columbia Corridor Plan.
- [Appendix U – 2023 RTP Summary of Comments and Recommended Actions](#). *This appendix will be developed following adoption of the 2023 RTP by Ordinance No. 23-1496.*

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADOPTING THE 2023) RESOLUTION NO. 23-5348
HIGH CAPACITY TRANSIT STRATEGY)
) Introduced by Chief Operating Officer
) Marissa Madrigal in concurrence with
) Council President Lynn Peterson

WHEREAS, transit is a central tool for implementing the region’s 2040 Growth Concept, Climate Smart Strategy and Regional Transportation Plan (RTP); and

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

WHEREAS, in 2018 the Metro Council adopted the Regional Transit Strategy (RTS) as a component of the RTP via Resolution No. 18-4892, which established the regional vision to make transit more frequent, convenient, accessible and affordable for everyone and included new and updated high capacity transit-related polices and identified high capacity transit lines on the Regional Transit Network map to reflect that vision; and

WHEREAS, the High Capacity Transit (HCT) Strategy is a component of the 2018 RTS; and

WHEREAS, Metro and TriMet, as a Project Management Team, created a High Capacity Transit Working Group consisting of transit, city, and county and state agency partners that met more than eight times from 2022 to 2023 to provide technical input and recommendations to the team regarding the development of a new regional HCT Strategy to be adopted concurrently with the 2023 RTP; and

WHEREAS, development of the 2023 HCT Strategy aimed to increase regional collaboration and coordination through a combination of existing and new partnerships, focused policy discussions, sound technical work, and inclusive public engagement designed to build public trust in government, build support for and momentum to adopt the 2023 HCT Strategy, and make the case for funding and investment in the region’s transportation system as part of updating the vision, goals, policies and investment priorities for the region’s transit system; and

WHEREAS, the 2023 HCT Strategy includes a new coordinated vision and strategy for high capacity transit in the greater Portland region, new and updated high capacity transit-related polices, and updated high capacity transit lines on the Regional Transit Network map aimed at providing a stronger backbone for the regional transit system in the greater Portland region; and

WHEREAS, the 2023 HCT Strategy supports ongoing efforts to link land use and transportation planning to implement the 2040 Growth Concept and community visions within fiscal constraints while addressing urgent global and regional challenges facing the region, including rising inequities, climate change and safety, affordability, public health and economic disparities intensified by the global pandemic; and

WHEREAS, the 2023 HCT Strategy updates existing transit-related policies, performance measures and actions that are described in the RTP, 2018 RTS and Climate Smart Strategy; and

UNDER LEGAL REVIEW
August 2023 DRAFT

WHEREAS, on July 10, 2023 Metro released the initial draft of the 2023 HCT Strategy for public review and comment, providing a 45-day public comment period through August 25, 2023, and held a public hearing on July 27, 2023 to accept public testimony and comments; and

WHEREAS, Metro staff invited federally recognized Tribes, the Federal Highway Administration, the Federal Transit Administration and other federal, state and regional resource, wildlife, land management and regulatory agencies to consult on the 2023 HCT Strategy in accordance with 23 CFR 450.316 and convened six separate consultation meetings in Fall 2021, Spring 2023 and on August 8, 17 and 22, 2023; and

WHEREAS, the Metro Council, the Joint Policy Advisory Committee on Transportation (JPACT), the Metro Policy Advisory Committee (MPAC), the Metro Technical Advisory Committee, the Transportation Policy Alternatives Committee, TriMet, South Metro Area Regional Transit, local government elected officials and staff, small and large businesses and economic development interests, business and community leaders, and the public, particularly underrepresented communities including Black, Indigenous and people of color communities, people with low income, people who speak limited English, people experiencing a disability, youth and older adults, assisted in the development of the 2023 HCT Strategy and provided comment throughout the planning process; and

WHEREAS, JPACT and MPAC have recommended approval of the 2023 HCT Strategy by the Metro Council; and

WHEREAS, the Metro Council held two additional public hearings on the 2023 HCT Strategy on September 28 and November 30, 2023; now therefore,

BE IT RESOLVED that:

1. The Metro Council adopts the 2023 High Capacity Transit Strategy attached to this Resolution as Exhibit A as a component of the 2023 Regional Transportation Plan that complements the 2018 Regional Transit Strategy.
2. The "Summary of Comments Received and Recommended Actions," attached as Exhibit B, is incorporated by reference and any amendments reflected in the recommended actions are incorporated in Exhibit A.

ADOPTED by the Metro Council this 30th day of November 2023.

Lynn Peterson, Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney

[Click here to download electronically.](#)



HIGH CAPACITY TRANSIT Strategy



Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: September 13, 2023
To: Metro Technical Advisory Committee (MTAC) and interested parties
From: Kim Ellis, AICP, RTP Project Manager
Subject: 2023 Regional Transportation Plan: Draft Public Comment Report and Overview of Key Concerns Raised for Further Policy Discussion

PURPOSE

This memo provides a draft public comment report (and appendices), a summary of key concerns identified for more in-depth policy discussion, and the schedule for finalizing the 2023 Regional Transportation Plan (RTP) and 2023 High Capacity Transit (HCT) Strategy for consideration by the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council in November.

ACTION REQUESTED

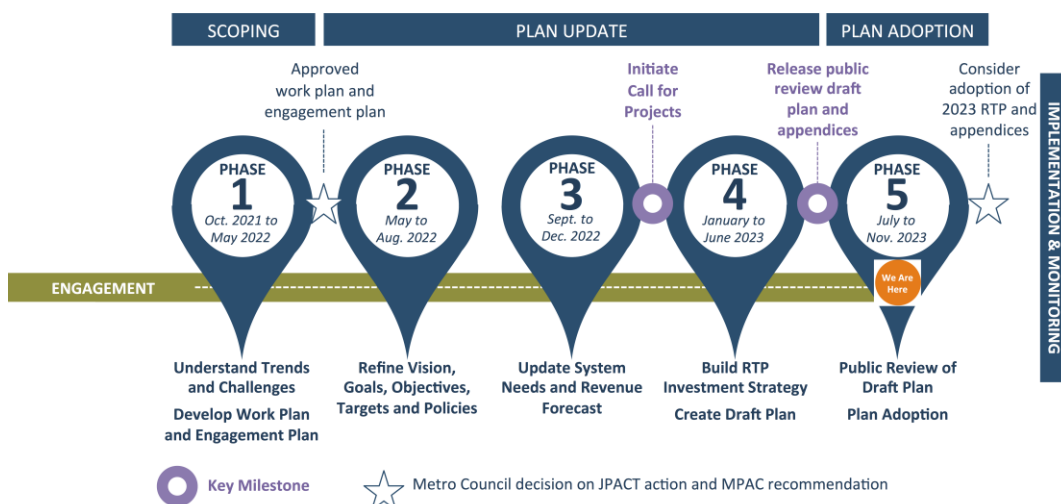
The September 20 meeting provides an opportunity for MTAC members to begin discussion of draft Metro staff recommended actions to respond to public comments on the RTP and HCT Strategy. Initial MTAC feedback on the draft Metro staff recommendations as well as the key policy topics identified for MPAC discussion is requested. *MTAC will be requested to make a recommendation to Metro Policy Advisory Committee (MPAC) at the Oct. 18 meeting.*

BACKGROUND

The greater Portland region’s economic prosperity and quality of life depend on a transportation system that provides every person and business in the region with equitable access to safe, reliable, climate-friendly and affordable travel options. Since Fall 2021, the Metro Council and staff have extensively engaged with policymakers, jurisdictional staff, federally recognized tribes, transportation agencies, community-based organizations and business groups, businesses, and members of the public to update the region’s vision, goals and policies for the transportation system and understand the region’s transportation trends, needs and priorities for investment.

Shown in **Figure 1**, the region is in the final adoption phase for the 2023 RTP and 2023 HCT Strategy.

Figure 1. Timeline



A schedule of remaining discussions and actions is provided in **Attachment 1**.

OVERVIEW OF FINAL PUBLIC COMMENT PERIOD

A final 45-day public comment period was held from Monday, July 10 to Friday, August 25, 2023. The public comment period built on the significant engagement and feedback received throughout the update to the RTP.¹ Engagement activities conducted during the comment period included:

- **Notifications and notices** – Public notices of the comment period were provided to local neighborhood involvement and community outreach offices and community planning organizations in Washington County. Notices were published in Portland Tribune, Clackamas Review, Hillsboro News Times, Forest Grove News Times, Valley Times News, Beaverton Valley Times, El Latino de Hoy, The Asian Reporter and on the Metro website. Notifications were sent to the RTP interested persons list (nearly 2,772 people) in addition to Metro’s four regional advisory committees and their respective interested parties. Partner agencies and community and business organizations engaged throughout the RTP update posted notifications of the comment period through E-newsletters, social media and other methods to inform their members and interested parties of the comment opportunity.
- **On-line survey and on-line comment form** – An on-line survey, an interactive map and interactive project list, and public review drafts of the 2023 RTP, project lists, appendices and High Capacity Transit Strategy were posted on the 2023 RTP web page at www.oregonmetro.gov/rtp. Members of the public, regional advisory committees, partner agencies and other interested parties were invited to comment on the draft materials. More than 660 people responded to the on-line survey and more than 250 people and agencies submitted more than 300 comments through an online comment forum. The survey results and comments submitted through the on-line comment form are included in the draft public comment report.
- **Letters and emails** – The public was invited to submit letters and emails. Metro received more than 50 emails and 40 letters from community members, community-based organizations, advocacy groups, business associations, public agencies and elected officials. The emails and letters are included in the draft public comment report.
- **Public hearing** – The Metro Council held a public hearing on July 27, 2023. Thirteen community members testified at the hearing. The closed caption transcript of hearing testimony is included in the draft public comment report.
- **Consultation** – Metro staff invited federally-recognized Tribes and several federal, state and local resource, wildlife, land management and regulatory agencies to consult on the public review draft RTP and High Capacity Transit Strategy in accordance with [23 CFR 450.316\(b\)](#) and [23 CFR 450.324\(f\)\(10\)](#). Metro convened 20 participants in two separate consultation meetings on August 17 and 22. Summaries of the consultation meetings are included in the draft public comment report.
- **Legislative hearings** – The Metro Council is scheduled to hold a legislative hearing on the RTP on September 28, 2023. Comments on the HCT Strategy may also be provided at the hearing. A final hearing and Metro Council action on the RTP and HCT Strategy is scheduled for November 30, 2023.

Metro staff have prepared a [working draft Public Comment Report](#) and [Appendices to the comment report](#) that summarizes key themes and includes the online survey results, online feedback and copies of all emails, letters, and transcriptions of voicemails received during the formal comment period as well as consultation meeting summaries and transcriptions of verbal testimony provided during the public hearing. Additional analysis will be added as the report is finalized.

The draft public comment report and appendices is provided in **Attachment 2**.

¹ Summary reports of engagement activities conducted to date can be found on the project website at: <https://www.oregonmetro.gov/public-projects/2023-regional-transportation-plan/engagement>

NEXT STEPS FOR RESPONDING TO PUBLIC COMMENTS RECEIVED

In addition, Metro staff are drafting recommended actions to respond to comments received and identified key concerns that warrant more in-depth discussion by TPAC and MTAC on September 13 and September 20, respectively, and during subsequent meetings. The recommended actions will include amendments to the public review draft RTP and HCT Strategy, recommendations for no change with an explanation as to why no change is recommended, and recommendations for future work.

Draft Metro staff recommendations will be brought forward for consideration in two parts:

- 1. Summary of Comments Received and Recommended Actions Identified for Further Discussion** – *aka Discussion Items for Consideration* – These Metro staff recommendations, and the public comments they respond to, raise important policy considerations that warrant further policy discussion by MPAC, JPACT and the Metro Council. TPAC and MTAC will begin discussion of these items at their September 13 and September 20 meetings. An overview of these topics will be provided to MPAC, JPACT and Metro Council at their September meetings. **The discussion items are summarized in Attachment 3.** Potential recommended actions will be brought forward for discussion at the October and November meetings.
- 2. Summary of Comments Received and Recommended Actions for Consideration on a “consent basis”** – *aka Consent Items for Consideration* – These Metro staff recommendations address technical edits, fine-tuning, clarifications and substantive comments identified through the public review process for consideration on a “consent basis” without further discussion. **MTAC members may request discussion of any of these consent items at the September 20 or October 18 meetings.** MPAC, JPACT and Metro Council will be requested to take action on these recommendations without discussion as part of their respective final action. However, members may request discussion of individual consent items prior to or as part of their final action.

The draft Metro staff recommendations will become formalized as Exhibit C to Ordinance No. 23-1496 for further consideration at the October 6 TPAC meeting and October 18 MTAC meeting. MTAC will be asked to make a recommendation to MPAC on adoption of the 2023 RTP and 2023 HCT Strategy at the October 18 meeting. TPAC will be requested to make a final recommendation to the JPACT on adoption of the 2023 RTP and 2023 HCT Strategy at the November 3 TPAC meeting; at that time, the Metro staff recommendation becomes a TPAC recommendation to JPACT.

In September, MPAC and JPACT will receive an update on the process, public comments received and topics recommended for policy discussion. JPACT discussion of these topics will continue at the October 19 meeting. MPAC will be asked to make their respective recommendations to the Metro Council on October 25. JPACT will consider TPAC’s recommendation on November 16. The Metro Council is scheduled to consider MPAC and JPACT’s recommendations on November 30, before the current RTP expires on Dec. 6, 2023.

/Attachments

- 1. Schedule of Key Dates for Finalizing the 2023 RTP and 2023 HCT Strategy for Adoption (8/29/23)**
- 2. Working Draft Public Comment Report and Appendices (9/7/23)**
- 3. Summary of Proposed Discussion Topics on Key Concerns with 2023 RTP (9/7/23)**

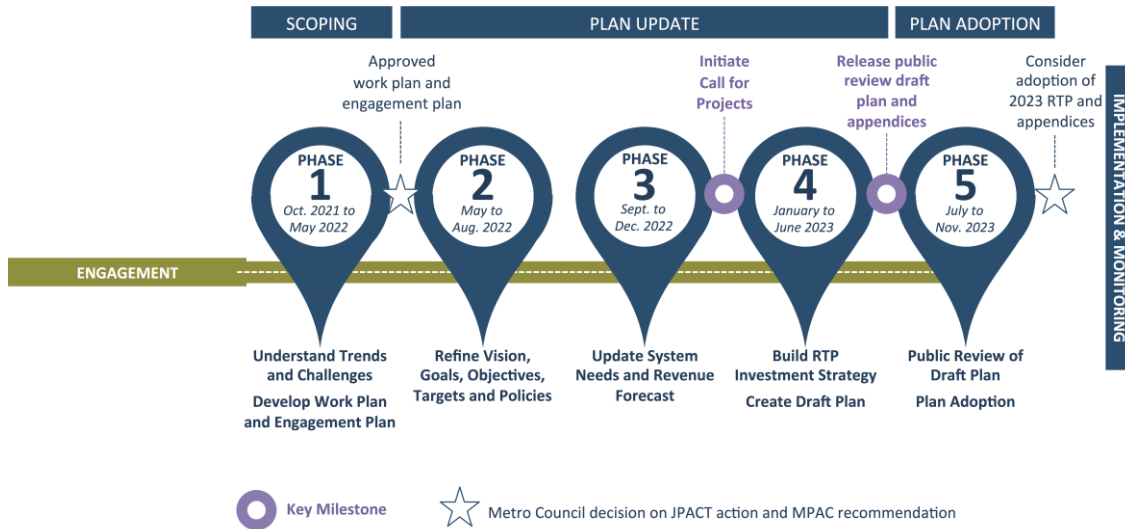


2023 REGIONAL TRANSPORTATION PLAN UPDATE

Key Dates for Finalizing the 2023 Regional Transportation Plan and 2023 High Capacity Transit Strategy for Adoption

September to November 2023

Dates are subject to change.



Note: Under Federal law, the current Regional Transportation Plan expires on Dec. 6, 2023.

September	9/1	TPAC	<ul style="list-style-type: none"> DISCUSSION: Overview of draft adoption legislation and update on draft Metro staff recommended actions in response to public comments
	9/12	Metro Council	<ul style="list-style-type: none"> DISCUSSION: Process update and feedback on draft RTP policies and implementation chapter (Ch. 8)
	9/13	TPAC Workshop	<ul style="list-style-type: none"> DISCUSSION: Discuss draft Metro staff recommended actions in response to public comments received Review policy topics for JPACT discussion
	9/20	MTAC	<ul style="list-style-type: none"> DISCUSSION: Draft adoption legislation Discuss draft Metro staff recommended actions in response to public comments received Review policy topics for MPAC discussion
	9/21	JPACT	<ul style="list-style-type: none"> DISCUSSION: Overview of adoption package (Ordinance, Resolution & Exhibits), public comments received and policy topics identified for JPACT discussion Feedback on draft Ch.8 (Implementation)
	9/27	MPAC	<ul style="list-style-type: none"> DISCUSSION: Overview of adoption package (Ordinance, Resolution & Exhibits), public comments received and policy topics identified for MPAC discussion Feedback on draft Ch.8 (Implementation)

2023 RTP Update: Key Dates for Finalizing the 2023 RTP
and 2023 HCT Strategy for Adoption - June to November 2023

8/29/23

	9/28	Metro Council	<ul style="list-style-type: none"> • Public hearing (first evidentiary hearing/first read) on Ordinance 23-1496
October	10/6	TPAC	<ul style="list-style-type: none"> • DISCUSSION: Discuss draft Metro staff recommended actions in response to public comments and identify draft recommended actions for JPACT discussion
	10/10	<i>Metro Council</i>	<ul style="list-style-type: none"> • DISCUSSION: Discuss draft recommended actions in response to public comments (focus on topics identified by Council for discussion)
	10/18	MTAC	<ul style="list-style-type: none"> • ACTION: Make final recommendation to MPAC on adoption of 2023 RTP (Ordinance 23-1496) and 2023 HCT Strategy (Resolution No. 23-5348), and recommended actions in response to public comments
	10/19	JPACT	<ul style="list-style-type: none"> • DISCUSSION: Discuss draft recommended actions in response to public comments (focus on topics identified by TPAC for JPACT discussion)
	10/25	MPAC	<ul style="list-style-type: none"> • ACTION: Make final recommendation to Metro Council on adoption of 2023 RTP (Ordinance 23-1496) and 2023 HCT Strategy (Resolution No. 23-5348), and recommended actions in response to public comments
November	11/3	TPAC	<ul style="list-style-type: none"> • ACTION: Make final recommendation to JPACT on adoption of 2023 RTP (Ordinance 23-1496) and 2023 HCT Strategy (Resolution No. 23-5348), and recommended actions in response to public comments
	11/7	<i>Metro Council</i>	<ul style="list-style-type: none"> • DISCUSSION: <i>Discuss MPAC recommendation and TPAC recommendation to JPACT on adoption of 2023 RTP (Ordinance 23-1496) and 2023 HCT Strategy (Resolution No. 23-5348), and recommended actions in response to public comments</i>
	11/16	JPACT	<ul style="list-style-type: none"> • ACTION: Make final recommendation to Metro Council on adoption of 2023 RTP (Ordinance 23-1496) and 2023 HCT Strategy (Resolution No. 23-5348), and recommended actions in response to public comments
	11/30	Metro Council	<ul style="list-style-type: none"> • ACTION: Public hearing and consider final action on adoption of 2023 RTP (Ordinance 23-1496) and 2023 HCT Strategy (Resolution No. 23-5348), and recommended actions in response to public comments



2023 Regional Transportation Plan

Working draft

Public comment report

A summary of comments received during the final comment period for the development of the 2018 Regional Transportation Plan from July 10 to Aug. 25, 2023.

September 2023



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

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

Project web site: oregonmetro.gov/rtp

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

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INTRODUCTION

Our region's economic prosperity and quality of life depend on a transportation system that provides every person and business with access to safe, reliable, healthy and affordable ways to get around. The Regional Transportation Plan provides a shared vision and investment strategy that guides investments for all forms of travel to keep people connected and commerce moving throughout the Portland metropolitan region. The plan is updated every five years to stay ahead of future growth and address trends and challenges facing the region.

The greater Portland region continues to grow and change, requiring new and expanded transportation options while maintaining the system of today. One-half million new residents are expected to live in the Portland region by 2045 – about half from growing families. Communities are becoming more racially and culturally diverse, and the aging population is growing. People are shopping and working in new ways that will require different transportation solutions.

The region is facing urgent global and regional challenges. Climate change is happening faster than predicted and the transportation system is not fully prepared for the expected Cascadia Subduction Zone earthquake. Technological changes in transportation, communication and other areas are radically altering our daily lives. The impacts of climate change, generations of systemic racism, economic inequities and the pandemic have made clear the need for action. Systemic inequities mean that communities have not equally benefited from public policy and investments, and our changing climate and the pandemic has exacerbated many disparities experienced by Black, Indigenous and people of color (BIPOC) communities, people with low income, women and other marginalized populations. Safety, housing affordability, homelessness and public health and economic disparities have been intensified by the global pandemic and continue to be of concern. As the greater Portland region continues to emerge from the disruptions of the pandemic and respond to other urgent trends and challenges, this RTP provides an opportunity for all levels of government, community members and businesses to work together to deliver a better transportation future.

This report summarizes the comments received for the final comment period held from July 10, 2023 through Aug. 25, 2023. Comments received will guide refinements to the 2023 Regional Transportation Plan for consideration by the Metro Policy Advisory Committee, the Joint Policy Advisory Committee on Transportation and the Metro Council.

PUBLIC COMMENT OVERVIEW

From July 10 to Aug. 25, 2023, Metro held a 45-day public comment period on the 2023 Regional Transportation Plan (RTP) and High Capacity Transit Strategy. The feedback received through the public comment period builds on the input received through public engagement since fall 2021, when Metro started engaging local, regional and state agencies, Tribes and the public to update the RTP.

During the public comment period, Metro invited comments and feedback from members of the public, community and business organizations, regional advisory committees, agency partners and policymakers. There were a variety of resources available to review and platforms to provide feedback and comments:

- **Public review draft materials:** The public review drafts of the 2023 RTP and High Capacity Transit Strategy and their appendices were posted on the 2023 RTP webpage at oregonmetro.gov/rtp. Supplemental materials were also posted to the webpage to provide interactive and accessible versions of these documents. Those materials included executive summaries of the 2023 RTP and High Capacity Transit Strategy and an interactive map and project list of the RTP investment priorities.
- **Online survey:** An online survey provided brief overviews of key elements of the 2023 RTP, including the project list, new and updated policies and High Capacity Transit Strategy priorities. The survey invited feedback on whether these key elements of the plan will move the greater Portland's transportation system in the right direction. They survey also provided opportunities for open-ended feedback. Nearly 700 people responded to the online survey.
- **Comment platforms:** There were several ways for people to provide specific comments and suggested changes to the plan, including an online comment form, email, letter and voicemail. More than 50 emails and 20 letters were received proposing specific changes to the draft RTP and strategies. The final public comment report documents all comments received.
- **Public hearing:** The Metro Council held a public hearing on July 27, 2023 and received testimony from 13 people on a range of topics. The closed caption transcript of hearing testimony is provided in Appendix E.
- **Consultation meetings:** Metro staff invited federal, state and local resource, land management and regulatory agencies to consult on the public review draft 2023 RTP and High Capacity Transit Strategy in accordance with [23 CFR 450.316](#). Metro convened two separate consultation meetings on Aug. 17 (resource agencies) and Aug. 22 (federal and state agencies). These consultation activities built on consultations with agencies earlier in the 2023 RTP process. Summaries of consultation meetings held during public comment are included in Appendix F.

Snapshot of participation

(Comment counts are subject to change as comments continue to be processed by staff.)

- **663 online survey participants** providing more than **500** comments
- **40** letters sent in by local jurisdictions, community-based organizations, business and community members
- **More than 50** emails
- **20** community members provide in-person or written testimony at the public hearing on July 27, 2023.
- **306** comments submitted through the **online comment form**

Throughout the 2023 RTP update, Metro invited consultation with the seven Tribes to inform Metro's 2023 update to the Regional Transportation Plan and staff and representatives from multiple Tribes engaged formally and informally. No formal consultation meetings were held with Tribes during the public comment period. Metro's Tribal Liaison engaged with Tribes informally during this time.

- **Notifications and notices:** Public notices of the comment period were provided to local neighborhood involvement and community outreach offices at jurisdictions across the region. Notices were published in newspapers across the region and on the Metro website. Metro also posted to social media throughout the public comment period. Notifications were sent to the RTP interested persons list (2,772 people) in addition to Metro's four regional advisory committees and their respective interested parties. Partner agencies and organizations engaged throughout the RTP update also posted the public comment opportunity.

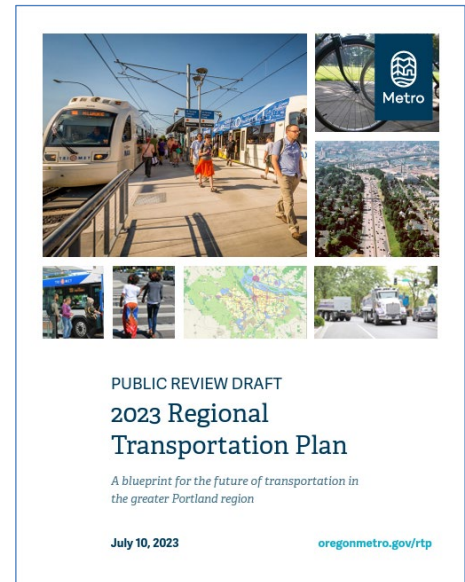
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ONLINE SURVEY SUMMARY

During the public comment survey, an online survey collected public feedback on the investments and policies in the 2023 Regional Transportation Plan and High-Capacity Transit Strategy. There were 663 survey participants.¹ A summary of the survey follows, and a complete report of the survey is included in Appendix A.

The survey included introduced the 2023 Regional Transportation Plan and included questions across five topic areas:

1. Priority types of transportation investments
2. High-capacity transit priorities
3. New and updated guiding policies: pricing and mobility policies
4. Moving forward together: feedback on what the region should work on in the next five years.
5. Demographic information



Survey respondents were asked to select the county where they live. This question was optional, and 283 survey participants responded. This summary includes results cross-tabulated by county of respondents.

Table 1: Survey participation by county

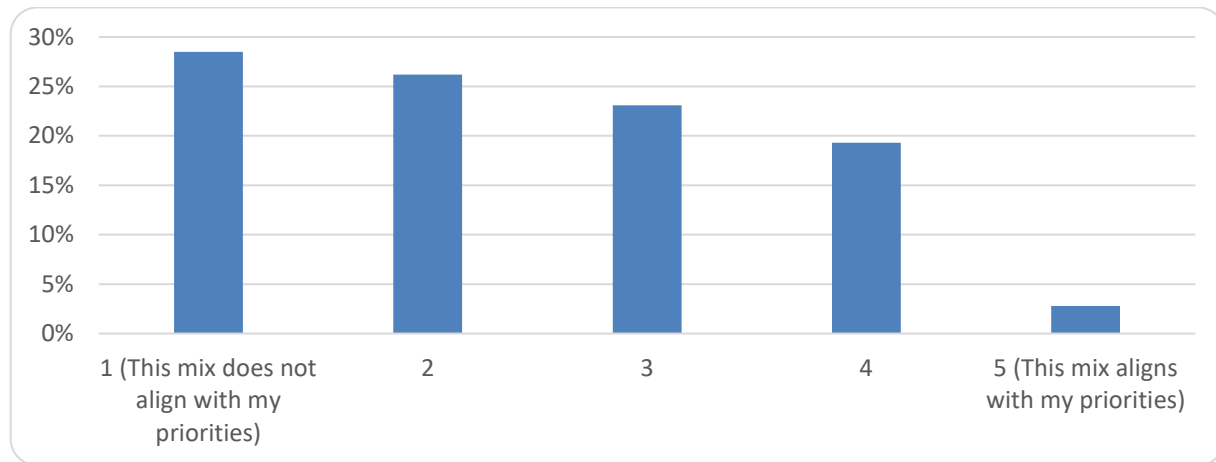
	Number of survey respondents who provided their county	Percent of survey respondents who provided their county	Percent of population within the MPA in each county
<i>Clackamas</i>	35	12%	18%
<i>Multnomah</i>	194	69%	48%
<i>Washington</i>	47	17%	34%
<i>Clark</i>	2	0.7%	
<i>Other – write in</i>	5	2%	

1. Priority transportation investments

The survey displayed the estimated costs of the RTP constrained list of capital projects by investment category and asked: On a scale of 1 to 5, how well does the mix of investment in the draft project list match your priorities? There were 389 respondents to this question. The most frequent response was 1 (28.5% of participants). The median score for this question was 3.

¹ This survey is an engagement tool for collecting feedback from the public; it is not intended to express a scientific, statistically valid representation of all of the region's residents.

Figure 1: On a scale of 1 to 5, how well does the mix of investment in the draft project list match your priorities? (All responses)



- Among Clackamas County participants (35), most people indicated that the mix of investments aligns with their priorities. The most frequently selected score was 4 (34.3% of respondents).
- Among Multnomah County participants (194), most people indicated that the mix of investments does not align with their priorities. The most frequently selected score was 1 (32.3% of respondents). Among
- Washington County participants (47), most people indicated that the mix of investments does not align with their priorities (scores of 1 or 2) but there were relatively more scores of 3 and 4 than among Multnomah County participants. The most frequently selected score among Washington County participants was 3 (26.7% of respondents).

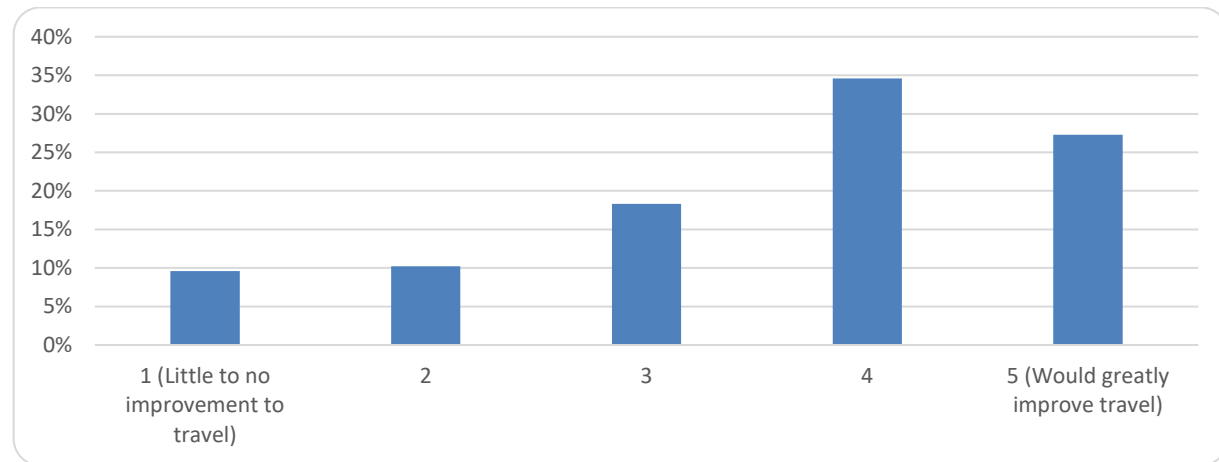
Participants were invited to share open-ended comments about their transportation investment priorities. Responses are included in Appendix A.

2. High capacity transit strategy

The survey displayed the High Capacity Transit Strategy Vision and asked: On a scale of 1 to 5, how well do you think the priorities for high capacity transit will improve travel in the greater Portland region? There were 344 responses to this question. The most frequently response to this question was a score of 4 (34.6%) and the second most frequently given response was a five (27.3%) indicating that most survey participants felt that the prioritized list of high capacity transit projects would improve travel throughout the region.



Figure 2: On a scale of 1 to 5, how well do you think the priorities for high capacity transit will improve travel in the greater Portland region? (All responses)



- Among Clackamas County participants (33), most people indicated priorities for high capacity transit will improve travel in the region. The most frequently selected score was 4 (33.3% of respondents).
- Among Multnomah County participants (188 responses), most people indicated priorities for high capacity transit will improve travel in the region. The most frequently selected score was 4 (35.1% of respondents).
- Among Washington County participants (46), the most frequently selected score was also 4 (34.8% of respondents). However, the next most frequently selected response was 3 (26.1% of respondents).

The survey provided information about the priority corridors in the High Capacity Transit Strategy, noting that tier 1 high capacity transit projects have been identified locally and regionally as priorities and asked: of the corridors identified in tiers 2-4 for high capacity transit investments, what corridors are most important to you and your community? (Select up to three.) The top three projects that received the highest response were:

- Central City Tunnel (36.7% of all participants)
- St. Johns to Milwaukie via Cesar Chavez (30.8% of all participants)
- Beaverton – Tigard – Lake Oswego – Milwaukie – Clackamas Town Center (18.4% of all participants)

Participant scoring of the high capacity transit corridors varied slightly between counties, but generally participants across counties prioritized the same corridors, with some variation Washington County’s highest rated corridor was Beaverton - Tigard - Tualatin - Oregon City (40.5%) and Clackamas County’s second highest rated corridor was Park Ave MAX Station to Oregon City in the vicinity of McLoughlin (41.9%).

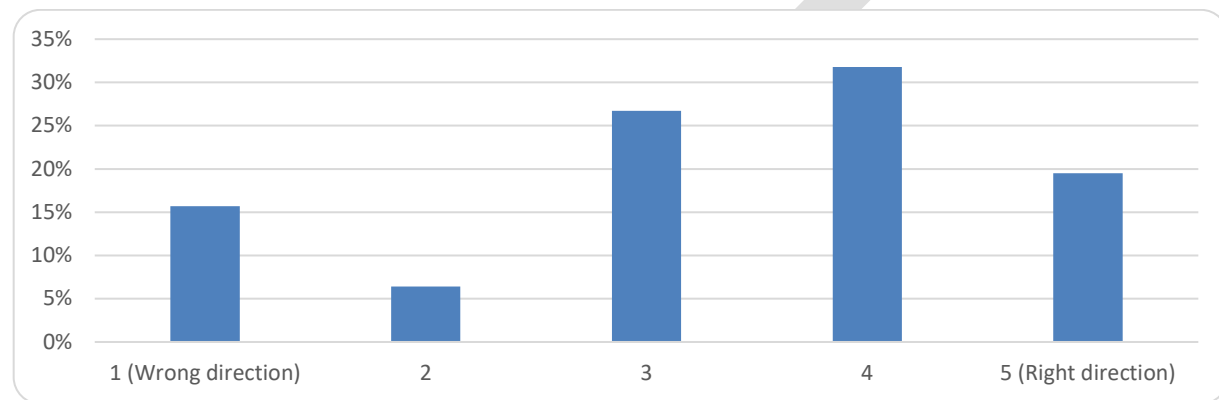
Participants were invited to share open-ended comments about what decision-makers should consider while the High Capacity Strategy is implemented. Responses are included in Appendix A.

3. Guiding policies

The survey provided an overview of the new and updated policies in the 2023 RTP, including the pricing policies and mobility policies, and asked: on a scale of one to five, how well these policies guide the region's transportation system in the right direction?

There were 236 responses to the question about the pricing policies. The median score for this question was 3, indicating there is generally support for the pricing policies included in the 2023 RTP.

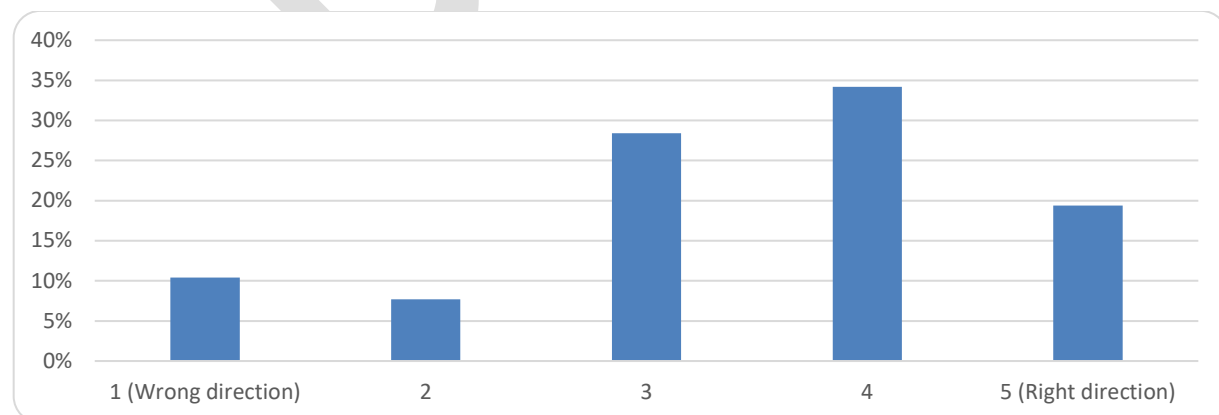
Figure 3: On a scale of 1 to 5, how well do you think the pricing policies guide the region's transportation system in the right direction? (All responses)



- Among Clackamas County participants (29), the most frequently selected score was 4 (27.6% of respondents).
- Among Multnomah County participants (149), the most frequently selected score was 4 (35.6% of respondents).
- Among Washington County participants (35), the most frequently selected score was 3 (28.6% of respondents).

There were 222 responses to the question about the mobility policies. The **median score was 4**.

Figure 4: On a scale of 1 to 5, how well do you think the mobility policies guide the region's transportation system in the right direction? (All responses)



- Among Clackamas County participants (29), the most frequently selected score was 5 (27.6% of respondents).
- Among Multnomah County participants (138), the most frequently selected score was 4 (34.3% of respondents).
- Among Washington County participants (35), the most frequently selected score was 3 (28.6% of respondents).

Survey participants were asked if there is anything that cities, counties, Metro, transit providers, and the state should consider as the policies are being implemented. Responses are included in Appendix A.

4. Moving Forward Together

Survey participants were asked to share their thoughts about the future of transportation in greater Portland by responding to two open-ended questions. Most frequently mentioned topics are summarized below. A more extensive analysis of responses and the complete list of survey responses is included in Appendix A.

The first question in this section asked: What's one big idea you have for improving greater Portland's transportation system? (242 responses) **The second question in this section asked:** *with decision-makers about transportation in greater Portland. (250 responses). Among the responses to these two questions, the top themes were the same.*

Transit (163) **service** (66) and **transit infrastructure** (68) were most frequently mentioned in comments. Most often, participants expressed a desire to see investments in transit frequency, longer operating hours, fewer transfers across the system, and overall improvements to network **connectivity** (23). Other participants described a need for better transit infrastructure including expansion of transit priority lanes, transit stop improvements like better lighting, trash cans, or seating.

"Pedestrian and bicycle safety should be the greatest priorities. There is too much emphasis on moving vehicles, while pedestrian deaths are increasing."

"More express services (that skip stops) along existing lines (both rail and bus)."

"Increased frequency across all public modes of transportation and minimum connection times."

"I am a single disabled parent with a young child, and every time we take public transportation there is some incident that makes us feel unsafe. Help us feel safe in our city again make Portland the city that everyone used to love. Fix our safety concerns."

Active Transportation (114) was mentioned by participants. Commenters frequently mentioned a need to shift mode choice to biking and walking, prioritize project implementation and funding for active transportation infrastructure and craft policies to better address the needs and safety of active transportation users. Several participants also acknowledged the connection between investing in active transportation and addressing climate change (48).

“Getting rid of all roadway expansions, increasing access to sidewalks and bike lanes and putting some type of local tolling in place to properly price access to the public right of way so these projects can be implemented more quickly.”

“We need to adjust the entire transportation system to provide for greater reliance on active transportation, remote work, online shopping, and safer public transit.”

“Keep pushing bikes, walking, and transit”

“Be radical in prioritizing non-drive along modes! Transit, walking, and biking should be the easiest, most efficient, and most attractive options. We need radical investment to shift away from the discouraging trend that is having significant impacts on quality of life in the region.”

“We are in a climate and affordability crisis. All modes that help alleviate these issues (walking/biking/transit) should be receiving our support and investment.”

Safety was a frequently mentioned theme with 100 comments. Several survey respondents mentioned a lack of perceived safety on transit as the primary reason for not using that mode. Many commenters raised concerns about the safety of biking and walking on existing infrastructure. Homelessness around transit stops and mixed-use trails was often cited as a barrier for using those modes. Several comments expressed a need to prioritize safety for vulnerable road users, in underserved communities, and for historically marginalized groups.

“Safety! I want to feel safe in any and all modes of transportation, and I do not.”

“The main reason myself and many others I know don't use transit in Portland is because of safety concerns, and discomfort with so many homeless people sleeping or hanging out at the stations and on transit.”

“Pedestrian and bicycle safety should be the greatest priorities. There is too much emphasis on moving vehicles, while pedestrian deaths are increasing.”

EMAILS AND LETTERS

Almost 100 letters and emails were received suggesting recommendations to the policy chapters, project lists and more general comments on the plan and supporting strategies. All emails and letters received are included in Appendix B. Of these comments, all substantive comments are under consideration by Metro staff and amendments will be recommended, when feasible, to address the comments and edits provided. Comments about specific projects will be shared with the sponsoring agencies.

PUBLIC HEARING - JULY 27, 2023

A public hearing on the public review draft 2023 Regional Transportation Plan and High Capacity Transit Strategy was held at a Metro Council meeting on Thursday July 27, 2023 at the Metro Regional Center and online. The closed caption transcript of hearing testimony is included in Appendix E of the final comment report. Twenty people testified in-person or through written testimony on a range of topics, including:

- Highlighting the region's traffic safety crises with record pedestrian deaths and advocating for prioritizing safety.
- Highlighting the climate crisis and emphasizing the need to reduce vehicle miles traveled to meet climate goals. There's a need to adjust assumptions in climate modeling to reflect actual trends in vehicles and fleet.
- Support for policies in chapter 3 of the Regional Transportation Plan, with an emphasis on the need to align investment priorities with policies and implement the policies in the plan. Redefine chapter 8 to be an actionable plan that addresses concerns.
- Concerns related to equity, including the need to prioritize investments in communities of color and low-income communities that are most impacted by traffic crashes and most in need of travel options.
- Concerns about gentrification and the need for the RTP to invest in anti-displacement.
- Improve metrics that measure the RTP's impact on equity.
- Concerns about the limitations of transit, not being fast or reliable enough.
- Parking, including both support for reducing parking to meet climate goals and criticism of reduced parking requirements near affordable housing in transit oriented development.
- The region urgently needs to funding for transportation; look to the 2025 legislative package to align 2027 RTP.
- Support for pricing that is reinvested in transit, walking and biking and not widening freeways. Consider region-wide mitigations for pricing impacts to low-income communities so every city does not need to reinvent the wheel on how to mitigate impacts.
- Three of the written testimonies were in support of Frog Ferry as a desirable alternative to driving that would increase community connection and resilience.
- One written testimony endorsed the No More Freeways comments on the Regional Transportation Plan.

CONSULTATION MEETINGS

Metro staff invited federal, state and local resource, wildlife, land management and regulatory agencies to consult on the public review draft RTP and High Capacity Transit Strategy in accordance with [23 CFR 450.316](#). Metro convened a consultation meeting for resource agencies on Aug. 17 and a consultation meeting for state and federal agencies on Aug. 22. These meetings were the third round in a series of consultation meetings that Metro hosted with state, federal, local and resource agencies throughout the 2023 RTP update. Twenty staff from various agencies participated in the consultation meetings. Summaries of consultation meetings held during the public comment period are included Appendix F. Key themes and comments heard during the consultation meetings are summarized below.

Metro also invited consultation with the seven Tribes to inform Metro's 2023 update to the Regional Transportation Plan. In alphabetical order, these Tribes included: Confederated Tribes and Bands of the Yakama Nation, Confederated Tribes of Grand Ronde, Confederated Tribes of Siletz Indians, Confederated Tribes of the Umatilla Indian Reservation, Confederated Tribes of the Warm Springs Reservation of Oregon, Cowlitz Indian Tribe, and the Nez Perce Tribe. Metro's Tribal Affairs Program staff submitted a comment that provides an overview of the priorities, concerns, themes, and requests identified through tribal consultation and engagement with participating Tribes during the 2023 RTP process.

Aug. 17, 2023 consultation meeting

Metro hosted a consultation meeting on Aug. 17, focused on the 2023 RTP's environmentally focused policies and Environmental Assessment. The following agencies attended the Aug. 17 consultation meeting: City of Portland Bureau of Environmental Services (BES), Clean Water Services (CWS), Environmental Protection Agency (EPA), Metro Parks & Nature and Oregon Department of Fish & Wildlife (ODFW). Key topics from the discussion included:

- Consideration for emerging tools, data and policies related to habitat conservation and mitigation being developed by partner agencies.
- Early consideration for environmental impacts in transportation planning processes is increasingly important with new NEPA timelines.
- Early coordination with local agencies can help leverage transportation projects to implement other agencies' needed infrastructure updates.

Aug. 22, 2023 consultation meeting

Metro hosted a consultation meeting on Aug. 22, focused on discussing and receiving comments on the Public Review Draft of 2023 Regional Transportation Plan and process. The following agencies attended the Aug. 22 consultation meeting: Department of Land Conservation and Development (DLCD), Federal Highway Administration (FHWA), Federal Transportation Administration (FTA), Oregon Department of Transportation (ODOT), Southwest Washington Regional Transportation Council (SWRTC), City of Wilsonville South Metro Area Regional Transit (SMART) and TriMet. Key discussion topics included:

- Updated requirements under the Bipartisan Infrastructure Law.
- Appreciation for Metro's collaborative and transparent 2023 Regional Transportation Plan process.

- An interest from agency staff in supporting the work outlined in chapter 8 of the 2023 RTP, acknowledging that there is a significant amount of urgent work to do, especially related to local funding needs and an update of 2040.

DRAFT

ONLINE COMMENT FORM

An online comment form was available for people who wanted to suggest specific changes or edits to the text of the 2023 RTP and High Capacity Transit Strategy. Members of the public, transportation agencies and organizations used the comment form to provide comments, feedback and suggested edits to the Public Review Draft Regional Transportation Plan and High Capacity Transit Strategy.

There were ## commenters who provided their names. These comments are attached to this report, along with comments received by email, mail and voicemail. Of these comments, all substantive comments are under consideration by Metro staff and amendments will be recommended, when feasible, to address the comments and edits provided. Comments about specific projects have been shared with the sponsoring agencies. An additional ## people submitted comments using the online comment form and did not provide their names.

Of the comments received through the online comment form, most were submitted by community members or organizations. Of the 307 comments, 75 were submitted by ODOT staff and one by the City of Tualatin. City staff comments are not included in the following summary.

The following section summarizes the top reoccurring themes from online comment form submissions. Many comments included multiple topics. For example, many of the project specific comments were supporting or encouraging faster implementation of walking and biking investments. Some of the comment opposing freeway projects or road capacity also supported increased transit investments.

- Projects (92 comments)
- Support for transit investments (77 comments)
- Support for walking/biking investments (53 comments)
- Opposition to freeway projects and added road capacity (39 comments)

Additional recurring comments included concerns about climate change (17 comments) personal safety in public space and on transit (11 comments) and traffic safety concerns (14 comments). There were six (6) comments that called for increased investment in road maintenance and four (4) comments that supported increased capacity for cars.

Support for transit investment was the most frequently mentioned theme among the comments. (76 comments)

More than 55 comments suggested that the greater Portland region needs more transit. Some of these comments were in support of specific transit projects and others called for investing in transit generally. Additionally, 23 comments voiced the need for improved transit service.

A Max Green Line Extension to Oregon City or near to the Clackamas Community Collage would be nice. It's really tough just trying to get to Oregon City and getting out of Oregon City like before Midnight is a pain. The only thing reliable in and out of Oregon City are just the buses and most of the buses there don't run very often at late nights. – Tim Roth, Portland

I want to make a comment upon how slow it is for me to get from Beaverton to SE Portland. It takes

about 2 hours with Public Transportation and I think that is why people choose cars over taking public transportation. If there is anyway that could be looked upon that will be great. – Lei Lei Win, Portland, African Youth Community Organization

I live in Cornelius and plan to continue living there for some time. I drive to work right now but would likely switch back to taking Trimet if you were to build the blue line (or some MAX extension) out to Cornelius/Forest Grove area. – No name provided.

Support for investing in walking and bicycling. (53 comments) Many of these comments were in support of specific bicycle and pedestrian projects.

“I don’t have time to read through all those plans to say that decent reliable transportation should be a right to everyone. Cars are destroying the planet and killing pedestrians and drivers alike. Transportation in the city of Portland should be more reliable and easy than taking a car.” – John Peterman

“I would like to see more % invested in bike and walk infrastructure. I rely on Portland’s bike and walk infrastructure every day and would be able to have a higher quality of life if it were improved.” – Addie Olson

Opposition to adding capacity to freeways was mentioned in 28 comments. There were also a handful of comments that generally opposed investing in car infrastructure (11 comments).

“We need to stop blindly investing in increased car capacity. It is a never ending cycle that will consume our limited resources, exclude our most vulnerable, and decreases the livability of our communities. Cars have a place but we have enough infrastructure to support that place. We now need to focus on reducing car trips where possible to release the pressure on our existing system and build out other modes equitably. Focusing on bike, ped, and transit in the next facade is going to pay dividends in the long run.” - Nic Westendorf, Portland

“This [Interstate Bridge Replacement Project] is exactly what the Portland area does not need. Providing more capacity for SOVs traveling through the city is a recipe for lowering the quality of life for a large part of Portland’s citizens. In essence, that is the history of I-5. - Many of the goals of this project can be met much better via a different modes/route.” – Sean Pliska, Portland

“Why are we spending 975 million dollars on the antiquated idea that auxiliary lanes and shoulders reduce traffic congestion? The highway cover is a nice idea, but discouraging car travel is the easiest way to combat congestion on the interstate. Think of how much that money could do for improving public transit, which is a much more climate conscious and equitable solution to the problem of traffic on highways.” – Amythest Lee, Portland

Address climate change (16 comments). Many of these comments also voiced opposition for projects that add car capacity and/or these comments voiced support for investments in transit and walking and biking.

How is it that we're spending SO LITTLE on high impact climate strategies?? 32% for 2030 and 26% for 2045?? That is unacceptable to me for the metro transit system - transportation account for 30% of all GHG emissions, and the metro council is fully supporting the dirtiest mode of transportation

(cars) with HALF of our capital investment going towards car-based infrastructure (page 34). – Christian Bayless, Hillsboro

As an advocate for Lloyd, for climate, and for a densely livable Portland, I am fundamentally opposed to freeway expansion of any type, especially as it relates to the Lloyd, Lower Albina, and other historically black neighborhoods. I am for capping and reconnecting, however, a freeway widening project and capping/covering should not be included in the same conversation, especially as we have an extremely small window of time to tackle emissions and decarbonization goals. – Kristin Leiber, Lloyd EcoDistrict, Portland

Traffic safety concerns were woven throughout a range of comments, with references to unsafe driver behavior and/or the need for enforcement. (14 comments)

“By emphasizing pedestrian and bicycle safety in the most appropriate areas and fostering meaningful collaboration, Metro can play a pivotal role in reshaping transportation projects for the benefit of all community members, especially those who have long been overlooked.” - Community Cycling Center, Andando en Bicicletas Caminando (ABC)

“Install ITS and CCTV cameras (project Barbour Blvd ITS)” – Noor Sakawadin, Oregon Somali Bravaness Community

There was also a handful of comments that referenced not feeling safe in public spaces and/or on transit. (11 comments)

“Pre-pandemic I was a regular bus rider 5-days a week to downtown portland. Post-pandemic, I have not ridden the bus once. I still commute to downtown, but not on the bus.... I do not feel safe walking to or waiting for a bus near my office. the current system needs to be maintained and made safe before any additional regional transportation plans are made....” – No name provided, Vancouver

There were several comments that supported adding more capacity for cars. (6 comments)

“Build new roads! Maintain existing roads! Stop deliberately making life difficult for drivers! Gas tax pay for transportation!” – No name provided

“Please support private car infrastructure. Public transit is too slow and dangerous.” – Mike Pederson, Vancouver

NOTICES AND NOTIFICATIONS

Public notices of the comment period were provided to local neighborhood involvement and community outreach offices at jurisdictions across the region. Notices were published in the Portland Tribune, Clackamas Review, Hillsboro News Times, Forest Grove News Times, Valley Times News, Beaverton Valley Times, El Latino de Hoy and The Asian Reporter and on the Metro website. Metro also posted to social media throughout the public comment period. Notifications were sent to the RTP interested persons list (nearly 2,772 people) in addition to Metro's four regional advisory committees, Metro Council, their respective interested parties and the Metro Public Engagement Review Committee. Partner agencies and community and business organizations engaged throughout the RTP update posted notifications of the comment period through social media and e-newsletters and other methods to inform their members and interested parties of the comment opportunity.



Promotion of the public comment period

Metro promoted the public comment period through the website, newsfeeds, Metro's transportation interested parties email list, technical and policy advisory and interested parties lists, social media and by requesting distribution by community involvement offices at jurisdictions across the greater Portland region:

- City of Beaverton
- City of Forest Grove
- City of Gresham
- City of Happy Valley
- City of Hillsboro
- City of Lake Oswego
- City of Milwaukie
- City of Oregon City
- City of Portland
- City of Tigard
- City of Tualatin
- City of West Linn
- City of Wilsonville
- Clackamas County
- Washington County
- Multnomah County

Metro also sent notices to community based and other organizational partners, through individual relationships built through ongoing partnerships and other engagement activities, asking them to distribute to their organization and constituencies.

- 1000 Friends of Oregon

- AARP
- Asian Pacific American Network of Oregon
- Audubon
- Beyond Black
- Bike Loud
- Centro Cultural
- Climate Solutions
- Coalition of Communities of Color
- Community Cycling Center
- Disabilities Rights Oregon
- Division Midway Alliance
- East Portland Action Plan
- Forward Together Action
- Getting There Together
- Go Lloyd (TMA)
- Hacienda Community Development Corporation
- Immigrant & Refugee Community Organization
- Imagine Black
- Intertwine Alliance
- Join PDX
- League of Women Voters
- Momentum Alliance
- Metropolitan Alliance for Workforce Equity
- Native American Youth and Family Center
- Next Up
- OPAL
- Oregon Futures Lab
- Oregon Environmental Council
- Oregon Just Transition
- Oregon League of Conservation Voters
- Oregon Walks
- Ride Connection
- Street Roots
- Street Smart
- Sunrise Movement PDX
- The Street Trust
- Urban Greenspace Institute
- Urban League of Portland
- Verde
- Washington County Ignite
- Westside Transportation Alliance
- Youth Collective - The Cen

NEXT STEPS

Later this fall, MPAC and JPACT will recommend action on the 2023 RTP and High Capacity Transit Strategy to the Metro Council. Metro Council will consider final action on the 2023 RTP and High Capacity Transit Strategy on Nov. 30, 2023.

Figure 5. Timeline for 2023 Regional Transportation Plan update



If you picnic at Blue Lake or take your kids to the Oregon Zoo, enjoy symphonies at the Schnitz or auto shows at the convention center, put out your trash or drive your car – we’ve already crossed paths.

So, hello. We’re Metro – nice to meet you.

In a metropolitan area as big as Portland, we can do a lot of things better together. Join us to help the region prepare for a happy, healthy future.

Stay in touch with news, stories and things to do.
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Brian Evans

600 NE Grand Ave.
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503-797-1700

September 2023

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PUBLIC REVIEW DRAFT
2023 REGIONAL TRANSPORTATION PLAN
Public Comment Report
Appendices
September 6, 2023

Appendix A. Online Survey Public Comment Report

Appendix B. Email Comments on Public Review Draft and Strategies through 8/25/23

Appendix C. Letters submitted on Public Review Draft and Strategies through 8/25/23

Appendix D. Voicemails submitted on Public Review Draft and Strategies through 8/25/23

Appendix E. Written and closed caption transcript of RTP Public Hearing (7/27/23)

Appendix F. Consultation Meeting Summaries

Appendix G. Online Comments submitted on Public Review Draft and Strategies through 8/25/23

Appendix H. Public Comment Index

MTAC DISCUSSION DRAFT
9/7/23

**Proposed Discussion Topics on Key Concerns
with 2023 Regional Transportation Plan**

This document summarizes five topics identified by Metro staff for more in-depth policy discussion by the Metro Policy Advisory Committee (MPAC), the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council. For each topic, a summary of key concerns raised during the public comment period. Potential recommended actions will be developed to serve as a starting point for discussion in October and November. The potential recommended actions are anticipated to reflect a combination of potential technical and policy recommendations.

Discussion Topic 1- Investment Emphasis/Investment Mix

Key concerns	Potential recommended actions
<ol style="list-style-type: none"> 1. Too much emphasis on throughway investment relative to other investments. 2. Not enough transit service relative to throughway investment levels, particularly in the near-term. 3. Not enough emphasis on completing gaps in active transportation network relative to throughway investment levels, particularly in the near-term. 4. Not enough emphasis on addressing the safety needs of urban arterials relative to throughway investment levels, particularly in the near-term. 5. Not enough emphasis on reducing climate pollution relative to throughway investment levels, particularly in the near-term. 	<p><i>To be developed pending further discussion.</i></p>

MTAC DISCUSSION DRAFT
9/7/23

Discussion Topic 2 – RTP Pricing Policy Application to Toll Projects

Key concerns	Potential recommended actions
<ol style="list-style-type: none"> 1. Concern about whether future MTIP amendments to advance ODOT tolling program projects will be subject to the RTP pricing policies and actions. 2. Toll project analysis has been insufficient to understand the impacts of potential diversion from tolling on traffic and safety on the local system. <ol style="list-style-type: none"> a. It is unclear how much diversion from tolling is actually occurring and how much is local travel that should be using local system versus long distance travel that should be using throughways. b. Concern for the potential for more fatal and serious injury crashes on urban arterials due to diversion of throughway travel on arterial streets that are already high injury corridors. This information is needed to identify potential mitigation projects. c. Need to recognize that diversion is highly dependent on local conditions (e.g., I-205 in West Linn vs. in East Portland) and therefore must be addressed at the mobility corridor level. 3. Concern that ODOT has not demonstrated how tolling projects in the RTP (e.g., I-205 Toll Project and Regional Mobility Pricing Project) will help meet state and regional climate and safety goals and GHG reduction targets. 	<p><i>To be developed pending further discussion.</i></p>

MTAC DISCUSSION DRAFT
9/7/23

Discussion Topic 3 - Increasing regional transportation investments

Key concerns	Potential recommended actions
<ol style="list-style-type: none"> 1. Inadequate funding to meet the region's currently identified needs and RTP goals; the gas tax continues to fall behind in the near-term and not viable in long-term, yet it is unclear whether new revenues such as congestion pricing, VMT/road user fee will fill this gap. 2. There is not regional agreement on how to prioritize existing or new funding. 	<p><i>To be developed pending further discussion.</i></p>

Discussion Topic 4 - Mobility Policy Implementation

Key concerns	Potential recommended actions
<ol style="list-style-type: none"> 1. Concerns about how (measures and processes) and when the Regional Mobility Policy must be implemented through Transportation System Plans and local comprehensive plan amendments (land use decisions). 	<p><i>To be developed pending further discussion.</i></p>

MTAC DISCUSSION DRAFT
9/7/23

Discussion Topic 5 - Climate Tools and Analysis

Key concerns	Potential recommended actions
<ol style="list-style-type: none"> 1. Concern that the RTP climate analysis and Climate Smart Strategy did not meaningfully inform RTP investment priorities, as indicated by the high level of investment in freeway projects relative to investment in transit, biking and walking projects. 2. Concern that key Statewide Transportation Strategy (STS) assumptions provided by the state for the RTP climate analysis are lagging, in particular new road user charges, vehicle fleet mix, share of electric vehicles, and vehicle fleet turnover. Commenters noted several specific areas where the documentation is inadequate or fails to describe how state policies and programs will reverse trends that currently appear to be moving in the wrong direction and driving an increase in carbon emissions. 3. Concern that Metro and the State are using VisionEval for climate analysis in the STS, STIP and RTP, whereas MOVES, the federally-approved emissions analysis tool, is being used for emissions analysis of major projects in the NEPA process. 	<p style="text-align: center;"><i>To be developed pending further discussion.</i></p>

Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: September 13, 2023
To: Transportation Policy Alternatives Committee (TPAC), Metro Technical Advisory Committee (MTAC) and interested parties
From: Kim Ellis, AICP, RTP Project Manager
Subject: 2023 RTP Comment Log: Summary Comments Received and Draft Metro Staff Recommended Actions – Subject to Refinement

The attached RTP comment log identifies proposed amendments to respond to comments received between from July 10 to Aug. 25, 2023. **This document will be further refined and finalized for discussion and consideration by TPAC and MTAC at the October meetings.**

This document summarizes recommended changes to respond to all substantive comments received during the comment period. New wording is shown in underline; deleted words are crossed out in bold strikeout.

The comments and recommended actions are organized in two parts:

1. **Summary of Comments Received and Recommended Actions for Consideration on a “consent basis”** – *aka Consent Items for Consideration* – These Metro staff recommendations address technical edits, fine-tuning, clarifications and substantive comments identified through the public review process for consideration on a “consent basis” without further discussion. **MTAC members may request discussion of any of these consent items at the September 20 meeting. An updated draft will be provided to TPAC and MTAC for the October meetings.**
2. **Summary of Comments Received and Recommended Actions Identified for Further Discussion** – *aka Discussion Items for Consideration* – These Metro staff recommendations, and the public comments they respond to, raise important policy considerations that warrant further policy discussion by MPAC, JPACT and the Metro Council. TPAC and MTAC will begin discussion of these items at their September 13 and September 20 meetings. **The discussion items are summarized in Attachment 3.** Potential recommended actions will be brought forward for discussion at the October and November meetings.

The draft Metro staff recommendations will become formalized as Exhibit C to Ordinance No. 23-1496 for further consideration at the October 6 TPAC meeting and October 18 MTAC meeting. MTAC will be asked to make a recommendation to MPAC on adoption of the 2023 RTP and 2023 HCT Strategy at the October 18 meeting. TPAC will be requested to make a final recommendation to the JPACT on adoption of the 2023 RTP and 2023 HCT Strategy at the November 3 TPAC meeting; at that time, the Metro staff recommendation becomes a TPAC recommendation to JPACT.

In September, MPAC and JPACT will receive an update on the process, public comments received and topics recommended for policy discussion. JPACT discussion of these topics will continue at the October 19 meeting. MPAC will be asked to make their respective recommendations to the Metro Council on October 25. JPACT will consider TPAC’s recommendation on November 16. The Metro Council is scheduled to consider MPAC and JPACT’s recommendations on November 30, before the current RTP expires on Dec. 6, 2023.

Preliminary Draft Summary of Public Comments Received and Metro Staff Recommended Actions

September 13, 2023
Subject to further refinement

Comment #	Last Name	First Name	Affiliation	Method	Date received	RTP Chapter or RTP Appendix or RTP Project List or RTP Overall or HCT Strategy	RTP ID if applicable	Project Name if applicable	Comment proposes a change? (Y/N)	Summary of Comment and Proposed Change Identified in Comment (changes shown in bold-strikeout and <u>underscore</u>)	DRAFT Metro Staff Recommended Action in Response to Comment (changes shown in bold-strikeout and <u>underscore</u>)	Change Recommended (Y/N/TBD)	Discussion or Consent topic (D/C)
1	Bubenik	Frank	City of Tualatin	Letter	8/24/2023	HCT Strategy			Y	Request that the RTP be revised to show the the OR 99W and I-5 corridors as Tier 2 (HCT) corridors. The proposed High-Capacity Transit Strategy was based on modeling that does not consider trips into or out of the region, and thus underestimates the demand and need for transit in the Tualatin area and similar communities near the edges of the region. In particular, this results in a lower 'tier' for the OR 99W corridor and essentially missed the I-5 corridor. Several thousand employees in Tualatin commute from outside the Metro region, and we would estimate similar percentages for similar cities. If good transit service met these commuters on OR 99W near Sherwood or on I-5 near Wilsonville, they could enjoy riding transit to employers in Portland, Hillsboro, Tualatin, and the rest of the region while the region would significantly reduce overall VMT and resulting emissions. We are confident that if all trips are considered, the OR 99W and I-5 corridors would more than justify being Tier 2 corridors; we respectfully request that the RTP be revised to show them as Tier 2 corridors.	No change recommended at this time. In addition to WCCC and WCCC TAC, a working group worked closely on all of the milestones for the strategy that included representation from Washington County. Guided by the policy framework, we worked with that group of partners to develop criteria and an approach for reimagining a stronger, expanded system best serving growing and changing regional needs that: - forwards regional goals and investment priorities within the 2018 RTP HCT Readiness and Assessment criteria (previewed at the summer meetings); - maintains consistency with the Federal Transit Administration's Capital Investment Grant Program project justification criteria to tie to funding historically critical to implementation success; - reflects the greater Portland region's history of success with and capacity to engage in the Federal Project Development process (advancing one corridor every three years); and - considers investments within the RTP horizon (at a reasonable scale, <20 corridors in 2009 High Capacity Transit Plan and 2018 Regional Transit Strategy) and beyond. The tier buckets reflect the corridors that demonstrate the most needs near-term, best meet regional goal outcomes, and have the greatest competitiveness for federal funding, limited to a reasonable number based on timelines tied to and our historical regional capacity for advancing corridors. Since the criteria and guiding policy framework were developed closely with partners, this is the basis for the technical results used to establish the tiers with room for technical adjustments. This is a different process than establishing corridors of regional priority like the funding measure did for instance, although that framework did influence the overall vision. On specific corridors of concern: WES/I-5 corridor: Initial letters we received from Tualatin and Washington County included requests to continue to consider WES for investments (still a strategic investment in project #10900 and #11751), for instance in addition to rapid bus on Hall Boulevard, and for considering improvements nearer-term. This is something we are also identifying in the forthcoming corridor-specific matrix and something for consideration for Chapter 8 in the next RTP. While there is strong community support for this corridor and good employment density, the land use demand and policies and key destinations and access for the corridor could still be strengthened. This corridor also is not serving a higher proportion of regional equity focus areas in line with our goals. Additionally, the cost per rider is very high and there is an added challenge in pursuing additional federal funding on this corridor due to the fact that we have already received funding and need a very strong case for how additional funding could support more ridership and why we are confident in the outcome. This is a key reason that we have proposed additional corridor study take place to identify the correct solution(s) from the several options available. For all of the reasons above, this corridor is not yet showing the readiness for high capacity investment indicative of a Tier 2 designation.	N	C
2	Iannarone	Sarah	The Street Trust	Letter	8/25/2023	HCT Strategy			N	Expresses support for the transit policies and proposed pipeline of near- and long-term regional HCT investment tiers, understanding not all of the corridors identified in the vision are ready for high capacity transit and that the region must make hard choices about prioritizing where to invest first by considering which corridors will provide the most benefit now and in the future.	No change recommended; comment expressed support for transit policies and investment tiers.	N	C

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3	Lueb	Heidi	City of Tigard	Letter	8/25/2023	HCT Strategy		Southwest Corridor LRT	N	Expresses support for Southwest Corridor Light Rail project as a "Tier 1" near-term priority corridor.	No change recommended. Comment noted.	N	C
4	Lueb	Heidi	City of Tigard	Letter	8/25/2023	HCT Strategy			N	Expresses support of newly identified "Tier 3" HCT routes C4 and C6 that would provide new and improved transit connectivity to destinations and cities within Clackamas County.	No change recommended. Comment noted.	N	C
5	Lueb	Heidi	City of Tigard	Letter	8/25/2023	HCT Strategy			N	Expresses disappointment that "Tier 4" C2, the Pacific Highway corridor between Tigard and Sherwood, received the lowest tier ranking, but understands, and commits to working to advance the corridor along with "Tier 4" corridor, C3.	No change recommended. Comment noted.	N	C
6	Charles	John	Cascade Policy Institute	Letter	8/25/2023	HCT Strategy			Y	Recommends significant changes to the high-capacity transit strategy to serve job centers other than downtown Portland and support smaller services that provide better coverage throughout the region. Argues that high-capacity transit in the region has not been successful and that Portland is not recovering from pandemic-era losses of jobs downtown.	Highway 99W: The Highway 99W corridor is showing both land use and employment demand, however only at the level of over 11,000 potential transit attractions in 2040. Work during the transportation funding measure also identified some key corridor needs to give us a head start. But there is a lot of work to do in promoting high density land use and then time for the market to respond in implementing that and other key destinations, even considering out of region trips which in whole for this area are only about 10,000 more (not necessarily transit attractions for this corridor). This corridor also is not serving a higher proportion of regional equity focus areas in line with our goals. Travel times here are also relatively good compared to other areas of the region. Again, even when considering inter-regional trips, this corridor is not yet showing the readiness for high capacity investment indicative of a Tier 2 designation.	TBD	C
7	O'Brien	Tara	TriMet	Email	8/22/2023	HCT Strategy			Y	Reconcile report title with text- change "High Capacity Transit Strategy Update" references throughout to "High Capacity Transit Strategy".	Amend as requested.	Y	C
8	O'Brien	Tara	TriMet	Email	8/22/2023	HCT Strategy			Y	Use FTA's defined terms to distinguish between corridor-based BRT and fixed guideway BRT. Where BRT is used to indicate fixed guideway, spell this out throughout.	Amend as requested.	Y	C
9	O'Brien	Tara	TriMet	Email	8/22/2023	HCT Strategy			N	No change proposed. Expressed concern that the investments/benefits described often result in costs associated with a New Starts project.	No change proposed to address this comment, but changes are proposed for the more detailed comment below. This is an important point. Even when developing a New Starts project to provide these features and investments there are many trade offs to consider as the level of need is often much greater than the transit project can provide on its own and why equitable development strategies are important and the report focuses on investments that partners can make on a corridor ahead of the transit investment to increase readiness. However, there is also benefit to consider (and different trade-offs) in a more nimble, flexible approach (including Small Starts but also for New Starts). This is an important regional conversation and something key to work on together as part of the BRT Implementation Plan which takes the next step from the HCT Strategy to answer these questions.	Y	C

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September 13, 2023
Subject to further refinement

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10	O'Brien	Tara	TriMet	Email	8/22/2023	HCT Strategy			Y	Amend as follows: "Definition of Rapid Bus: This term refers to rubber-tired HCT modes that include bus rapid transit (BRT) and frequent express (FX)-style HCT services. In general, these services offer the core elements of HCT <u>including transit priority</u> , enhanced amenities, and frequent, branded service. Rapid bus is distinct from "better bus" improvements that focus on spot treatments for speed and reliability."	Amend as requested.	Y	C
11	O'Brien	Tara	TriMet	Email	8/22/2023	HCT Strategy			Y	Add to end of second paragraph: <u>The level of amenities vary depending on the type of transit project or corridor project.</u>	Amend HCT strategy to add a call-out box that better describes the challenges and trade-offs but also opportunities we see in a more nimble, flexible approach and that highlights how this will be explored as part of the BRT Implementation Plan. Text to be developed in partnership with TriMet.	Y	C
12	O'Brien	Tara	TriMet	Email	8/22/2023	HCT Strategy			Y	Amend as follows: "It also refers to amenities such as covered waiting areas, real-time bus or train arrival information, schedules, ticket machines, enhanced lighting, benches, bicycle parking, and even civic art and commercial services."	Amend as requested.	Y	C
13	O'Brien	Tara	TriMet	Email	8/22/2023	HCT Strategy			Y	Amend as follows: "At the same time, planning for the new Southwest Corridor MAX line is moving forward <u>remains a priority.</u>	Amend as requested.	Y	C
14	O'Brien	Tara	TriMet	Email	8/22/2023	HCT Strategy			Y	Remove FX vs Better Bus box.	Revise graphic to replace "FX" with "rapid bus". The text accompanying the graphic also already qualifies it noting that it is identifying "common treatments" to compare the difference in level of investment between rapid bus and better bus.	Y	C
15	O'Brien	Tara	TriMet	Email	8/22/2023	HCT Strategy			Y	Amend to add "Better Bus" yellow dot to "Transit Signal Priority" and "Street Access Improvements"	Add yellow Better Bus dot to transit signal priority and add new category for "Station Access Improvements" and add Better Bus yellow dot and green rapid bus dot.	Y	C
16	O'Brien	Tara	TriMet	Email	8/22/2023	HCT Strategy			Y	Clarify what is meant by "lower tier corridors".	Amend as follows: "In most cases, lower-tier corridors in lower tiers (Tiers 3 and 4) do not have sufficient land use, population, and employment density in place to be competitive for increased investment in the short term."	Y	C
17	O'Brien	Tara	TriMet	Email	8/22/2023	HCT Strategy			Y	10. Amend second sentence in call-out box as follows: "Additional community priorities are focused on making high capacity transit for <u>faster and more comfortable</u> to use:"	Amend as requested.	Y	C
18	O'Brien	Tara	TriMet	Email	8/22/2023	HCT Strategy			Y	Amend as follows: "For transit investments to meet success and be utilized to its fullest potential, <u>when projects are funded through New Starts grants</u> , other elements and improvements around the transit service and infrastructure are needed; <u>projects delivered with Small Starts grants will need to be more focused on transit investments.</u> "	Rather than including notes like these throughout the report, we recommend a call-out box so we can better describe the challenges and trade-offs but also opportunities we see in a more nimble, flexible approach and that highlights how this will be explored as part of the BRT Implementation Plan. Text to be developed in partnership with TriMet.	Y	C

Preliminary Draft Summary of Public Comments Received and Metro Staff Recommended Actions

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19	O'Brien	Tara	TriMet	Email	8/22/2023	HCT Strategy			Y	Add table title and text below table: These elements are <u>scalable depending on the level of investments in the corridor.</u>	Amend as follows to add the following figure title: "Figure 18. Transit-supportive element details" and reconcile the following figure numbers. No change recommended to the table text- the introductory sentence for this table notes that these are all the things that can be considered as strategies through the corridor planning process.	Y	C
20	O'Brien	Tara	TriMet	Email	8/22/2023	HCT Strategy			Y	Amend as follows: "The role of community engagement... These events cement residents' ownership of the narrative surrounding their communities and the changes they wish to see. [New paragraph] These practices generally apply to larger projects with exclusive transit guideways. Smaller-scale projects will feature engagement strategies tailored to the level of investment."	No change recommended. Community engagement strategies identifying and addressing key community needs are a critical part of transit project planning and meant to be done in partnership so that this responsibility is not solely the transit agency's responsibility.	Y	C
21	O'Brien	Tara	TriMet	Email	8/22/2023	HCT Strategy			Y	Amend as follows: "For <u>larger projects with exclusive transit guideways</u> , developing station area plans are an early action in corridor development that help tailor local zoning codes and policies to the local context and community-supported vision."	Rather than including notes like these throughout the report, we recommend a call-out box so we can better describe the challenges and trade-offs but also opportunities we see in a more nimble, flexible approach and that highlights how this will be explored as part of the BRT Implementation Plan. Text to be developed in partnership with TriMet.	Y	C
22	O'Brien	Tara	TriMet	Email	8/22/2023	HCT Strategy			Y	Amend as follows: "Commitment to corridor: <u>larger projects with exclusive transit guideways</u> delivers economic potential to entire corridors, and local jurisdictions should be ready..."	Rather than including notes like these throughout the report, we recommend a call-out box so we can better describe the challenges and trade-offs but also opportunities we see in a more nimble, flexible approach and that highlights how this will be explored as part of the BRT Implementation Plan. Text to be developed in partnership with TriMet.	Y	C
23	O'Brien	Tara	TriMet	Email	8/22/2023	HCT Strategy			Y	Amend as follows: "However, <u>large-scale HCT investments</u> can incentivize redevelopment of property along project corridors and have historically been one of several contributors to ongoing land value and rent increases."	Rather than including notes like these throughout the report, we recommend a call-out box so we can better describe the challenges and trade-offs but also opportunities we see in a more nimble, flexible approach and that highlights how this will be explored as part of the BRT Implementation Plan. Text to be developed in partnership with TriMet.	Y	C
24	O'Brien	Tara	TriMet	Email	8/22/2023	HCT Strategy			Y	Amend the first sentence of the first section as follows: "For <u>larger projects with exclusive transit guideways</u> , creating an equitable development framework that guides all land use and development planning in a project corridor helps a community evaluate its guiding principles to ensure that equity is an ongoing part of the planning and development conversation, and includes affordable housing and anti-displacement strategies."	No change recommended. Equitable development strategies identifying and addressing key community needs are a critical part of transit project planning and meant to be done and implemented in partnership so that this responsibility is not solely the transit agency's or transit project's responsibility. Part of this work is outlining where those opportunities and roles lie.	Y	C
25	O'Brien	Tara	TriMet	Email	8/22/2023	HCT Strategy			Y	Amend the first section as follows: "This means investing in the streetscape around transit station areas, completing pedestrian and bicycle networks and to HCT stations, and partnering with mobility service providers to ensure people can safely reach HCT services. <u>The level of investment will vary by project and corridor.</u> "	Amend as follows: "This means investing in the streetscape around transit station areas, completing pedestrian and bicycle networks and to HCT stations, and partnering with mobility service providers to ensure people can safely reach HCT services. <u>Since HCT projects in the region are context sensitive, the level and types of investment are likely vary by project and corridor.</u> "	Y	C
26	O'Brien	Tara	TriMet	Email	8/22/2023	HCT Strategy			Y	Amend third bullet under the second paragraph in the Federal Funding and Eligibility section as follows: "include features such as traffic signal priority for buses, off-board fare collection, park and ride facilities, etc. "	Amend as requested.	Y	C

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27	O'Brien	Tara	TriMet	Email	8/22/2023	HCT Strategy			N	No change proposed. Expressed appreciation for including a point about opportunities vs challenges in lessons learned from early regional rapid bus implementation.	No change recommended.	N	C
28	Ottenad	Mark	City of Wilsonville	Email	7/21/23	HCT Strategy		WES Commuter Rail	Y	Amend the HCT Strategy to include and prioritize the WES extension to Salem.	No change recommended. The extension of commuter rail to Salem is included in the 2023 Regional Transportation Plan Transit Network Vision (as shown on the map on page 3-106 the dark pink line for commuter rail extends beyond Wilsonville into Marion County). However, while commuter rail is a high capacity transit mode this connection is actually classified as inter-city rail which is a distinct classification under a separate policy (Policy 8 on page 3-117). That is because it is a connection that extends beyond Metro's planning boundary, making it inter-city rail (like Amtrak) which is also guided by the Oregon State Rail Plan due to the State's role in inter-city rail service planning, especially along the entire Portland to Eugene corridor (and the additional considerations that come into play with that like balancing passenger and freight rail needs). As far as priority within the inter-city network, the 2023 RTP does note in Chaper 3 under transit policy 8 on page 3-117: "When developing inter-regional rail service, this corridor alignment [WES extension] should take priority for improving passenger rail service between Eugene and Portland in the nearer-term future."	N	C
29	Rosenthal	Gerritt	Metro Councilor	Email	8/21/2023	HCT Strategy			Y	The figure used to present the general vision (p 6) is evocative but also is a bit too general to clarify the concepts for our area. Two items of note are these: (1) we do not clarify either how we identify "regional centers" compared to "town centers" nor (2) do we identify the "regional centers" that are critical in our area. To that point, we clearly have a "central city" in Portland, but it is important to note that we now have at least three regional centers, i.e. Vancouver, Beaverton, and Hillsboro. It is unclear (perhaps arguable) whether the West Linn-Gladstone-Oregon City area is a "town center" or a "regional center" and the same can be said of Gresham-Troutdale and also the Wilsonville-Tualatin-Sherwood job triangle.	Amend the HCT Strategy to hyperlink Figure 1 to the latest 2040 Growth Concept online interactive map. Figure 1 on page 6 of the High Capacity Transit Strategy is the vision map and growth concept from <i>The Nature of 2040</i> that describes the urban design concepts in more detail developed as part of a collaborative region-wide process and with the aspirations this concept supports described in <i>Our Place in the World</i> (both available on Metro's website). As such, this map is an excerpt included in the HCT strategy (which also informed development of the strategy in considering future land use growth) but developed through a different planning effort and maintained through a different process. Though it is difficult to see in the HCT Strategy at the report scale and given the slight differences in shade used in the symbology, the differences are clear in the full size map online. Gresham, Gateway, Clackamas Town Center, Oregon City, Washington Square, Beaverton, Tanasbourne/ AmberGlen and Hillsboro are all regional centers while the other areas shown in lighter purple (including Troutdale, Wilsonville, Tualatin and Sherwood among others) are town centers. Local jurisdictions have the discretion to propose redesignating and/or identifying new centers which are subject to differing requirements outlined in Metro's Regional Functional Plan and implementing documents (Urban Growth Management Functional Plan and Regional Transportation Functional Plan). Additionally, Chapter 8 of the RTP does identify future work on the 2040 refresh and this comment has been forwarded to staff working on the update.	Y	C
30	Rosenthal	Gerritt	Metro Councilor	Email	8/21/2023	HCT Strategy			Y	It is notable that the "Prioritized Investment" figure shows key commercial "activity" centers such as Tanasbourne/Amber Glen or Washibgton Square, but these "activity" centers are not conceptualized on the HCT Vision figure. It seems unclear whether they are what we define as "regional centers" or a category intermediate between "town centers" and "regional centers".	Amend Figure 16 to add symbology to the legend identifying the regional and town center bubbles shown on the map.	Y	C

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31	Rosenthal	Gerritt	Metro Councilor	Email	8/21/2023	HCT Strategy			N	One further note is that this schematic identifies what looks like a “ring” connection of radial spokes to the regional centers, whereas our current planning vision stops short of that goal. If these newer areas are to be considered “regional centers”, then a longer term vision would seem to suggest a more complete “ring” system.	No change proposed. The first HCT Plan for light rail envisioned a more “hub and spoke” network connecting regional centers to the central city which has been largely completed (with the exception of extensions to Oregon City and Vancouver). This updated HCT strategy uses rapid bus as a tool for envisioning new connections of regional centers and town centers to expand the network.	N	C
32	Rosenthal	Gerritt	Metro Councilor	Email	8/21/2023	HCT Strategy			Y	The whole concept of HCT utility hinges on the identification of critical corridors. For individual travel, corridors fall into three categories: Interregional, intraregional, and local. In addition freight and commerce are other critical corridor functions. Commerce implies local business and service as opposed to interregional freight hauling. The key feature of RTP corridors is the “intraregional” aspect. All corridors of import for the RTP will have an “intraregional” function but will vary as to other functions, e.g. OR 43 is of marginal “local” and “interregional” function and essentially no “freight” value. HCT corridors are a subset of “intraregional” corridors and are those whose dominant function is for “intraregional and local” conveyance. A complete listing of all critical RTP corridors would make it easier to see how the HCT corridors fall into the overall RTP picture. As an example, Marine Drive is a critical corridor but is primarily “freight”, and so is not an HCT consideration. Hwy 26 is primarily “interregional” and so only portions of it qualify for HCT due to limited “local” access.	No change recommended. Metro's Atlas of Mobility Corridors: User Guide summarizes the different mobility functions of key regional corridors for moving cars via limited access freeways or less limited access highways, people riding transit and in need of a future high capacity solution, people riding bikes and walking and in need of a connecting trail and also freight goods. Not all corridors serve all functions. This information also informed the High Capacity Transit Strategy. Additionally, local access was a consideration in the assessment criteria for evaluating corridors and one of the reasons the transit solutions are context sensitive (looking different from one corridor to another).	N	C
33	Rosenthal	Gerritt	Metro Councilor	Email	8/21/2023	HCT Strategy			Y	1) It seems impractical to show corridors such as C20 as single corridors since it is unlikely there are large number of “thru” riders on this route (i.e. St. Johns to Milwaukie)...it would seem more practical to list as two connected corridors, e.g. C20A and C20B	No change recommended. Corridor C20 (St. Johns to Milwaukie via Cesar Chavez) is a longer corridor and we know given the funding cap associated with New Starts that segmentation will be a consideration, similar to other recent planning efforts. However, this would be considered in developing the project as part of the locally-preferred alternative and its implementing design undertaken as part of the corridor planning process.	N	C
34	Rosenthal	Gerritt	Metro Councilor	Email	8/21/2023	HCT Strategy			Y	2) The short “vision corridor” from Beaverton to Washington Square is not labeled.	No change recommended. Corridor C3 (Beaverton to Wilsonville in the vicinity of WES) spans from Beaverton to Wilsonville. This corridor has three potential options for a High Capacity Transit solution: upgrading the Line 76 to rapid bus, improvements to increase WES frequency and service, or extension of light rail. Segmentation may be a consideration for the rapid bus or light rail solutions. Both the mode and alignment extent would be considered in developing the project as part of the locally-preferred alternative and its implementing design undertaken as part of the corridor planning process.	N	C
35	Rosenthal	Gerritt	Metro Councilor	Email	8/21/2023	HCT Strategy			Y	Corridor C-4 implies a new bridge over the Willamette River, a concept that has not been formally presented, and in fact, this C-4 is really 3 corridors: Clackamas to Milwaukie, Milwaukie to Lake Oswego, and Lake Oswego to Tigard/Beaverton, the point being that each of these will likely serve different riderships.	No change recommended. Corridor C4 follows the existing railroad bridge which presents a potential future rail crossing opportunity. The alignment extent and/or segmentation would be considered in developing the project as part of the locally-preferred alternative and its implementing design undertaken as part of the corridor planning process.	N	C
36	Rosenthal	Gerritt	Metro Councilor	Email	8/21/2023	HCT Strategy			Y	Lake Oswego to Tualatin is an important corridor (Boones Ferry) and is not shown...this could arguably be an HCT.	Metro staff recommendation under development.	TBD	C

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37	Rosenthal	Gerritt	Metro Councilor	Email	8/21/2023	HCT Strategy			Y	C-6 is really 2 disparate corridors with the inflection at Tualatin/Lake Grove.	No change recommended. While Corridor C6 (Beaverton - Tigard - Lake Oswego - Milwaukie - Clackamas Town Center) is long, the alignment extent and/or segmentation would be considered in developing the project as part of the locally-preferred alternative and its implementing design undertaken as part of the corridor planning process.	N	C
38	Rosenthal	Gerritt	Metro Councilor	Email	8/21/2023	HCT Strategy			Y	Why is Damascus shown and without any connectivity? For completeness other non-Metro jurisdictions might be shown (e.g. North Plains, Canby, Sandy).	No change recommended. Many of these connections would actually be classified as inter-city rail which is a distinct classification under a separate classification in the transit network/spectrum and guided by a different policy (Policy 8 on page 3-117). That is because they extend beyond Metro's planning boundary, making it inter-city rail (like Amtrak) which is also guided by the Oregon State Rail Plan due to the State's role in inter-city rail service planning, especially along the entire Portland to Eugene corridor (and the additional considerations that come into play with that like balancing passenger and freight rail needs). While the 2009 High Capacity Transit Plan included a corridor further to the east connecting to Damascus, this was moved west to align with the Clackamas to Columbia corridor in the 2018 Regional Transit Strategy. The High Capacity Transit takes frequent bus to the next level and Damascus is not currently envisioned for frequent service in the future based on its character. Rather, the Access to Transit Study will consider whether first/last mile transit solutions to Happy Valley are a better fit.	N	C
39	Rosenthal	Gerritt	Metro Councilor	Email	8/21/2023	HCT Strategy			N	Tualatin-Sherwood is a critical corridor for commerce and freight, though not for HCT purposes, but with job expansions might become one.	No change recommended. The Tualatin-Sherwood corridor is a mobility corridor in the atlas identified for freight and highway functions. This comment is also noted for future work.	N	C
40	Rosenthal	Gerritt	Metro Councilor	Email	8/21/2023	HCT Strategy			Y	Concerned that C2 (OR 99W) remains a tier 4. OR 99W serves all functions: local, inter, intra, commerce and freight.	No change recommended. In addition to WCCC and WCCC TAC, we worked closely with a working group on all of the milestones for the strategy which included representation from Washington County. Guided by the policy framework, we worked with that group of partners to develop criteria and an approach for reimagining a stronger, expanded system best serving growing and changing regional needs that: <ul style="list-style-type: none"> o forwards regional goals and investment priorities within the 2018 RTP HCT Readiness and Assessment criteria (previewed at the summer meetings); o maintains consistency with the Federal Transit Administration's Capital Investment Grant Program project justification criteria to tie to funding historically critical to implementation success; o reflects the greater Portland region's history of success with and capacity to engage in the Federal Project Development process (advancing one corridor every three years); and o considers investments within the RTP horizon (at a reasonable scale, <20 corridors in 2009 High Capacity Transit Plan and 2018 Regional Transit Strategy) and beyond. The tier buckets then reflect the corridors that demonstrate the most needs near-term, best meet regional goal outcomes, and have the greatest competitiveness for federal funding, limited to a reasonable number based on timelines tied to and our historical regional capacity for advancing corridors. Since we developed that criteria and its guiding policy framework closely with partners, we're relying on its technical results to establish the tiers with room for technical adjustments. So it is a different process than establishing corridors of regional priority like the funding measure did for instance, although that framework did influence the overall vision. The OR 99W corridor is showing both land use and employment demand, however only at the level of over 11,000 potential transit attractions in 2040 (compared to hundred thousands for many Tier 2 corridors). Work during the transportation funding measure also identified some key corridor needs to give us a head start. But there is a lot of work to do in promoting high density land use and then time for the market to respond in implementing that and other key destinations, even considering out of region trips which in whole for this area are only about 10,000 more (not necessarily transit attractions for this corridor). This corridor also is not serving a higher proportion of regional equity focus areas in line with our goals. Travel times here are also relatively good compared to other areas of the region. Again, even when considering inter-regional trips, this corridor is not yet showing the readiness for high capacity investment indicative of a Tier 2 designation. However, one key point is that the High Capacity Transit Strategy provides a pipeline prioritizing these types of transit investments by corridor. It does not apply to all transportation investments on the corridor or limit other corridor planning activities like the broader Westside Multimodal Improvements Study focused on US 26.	N	C

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41	Rosenthal	Gerritt	Metro Councilor	Email	8/21/2023	HCT Strategy			Y	No "vision" corridor is shown for the Sherwood/King City/Murray-Scholls/Hillsboro corridor...a corridor with substantial development planned. Current plans are for up to 10,000 new homes along this corridor.	Metro staff recommendation under development.	TBD	C
42	Rosenthal	Gerritt	Metro Councilor	Email	8/21/2023	HCT Strategy			N	C-3 is evocative, but what does "in the vicinity of" imply - WES can become an effective HCT corridor only with the addition of additional trackage options (i.e. a 2nd track).	No change recommended. Corridor C3 (Beaverton to Wilsonville in the vicinity of WES) spans from Beaverton to Wilsonville. This corridor has three potential options for a High Capacity Transit solution: upgrading the Line 76 to rapid bus, improvements to increase WES frequency and service (which do require double tracking), or extension of light rail.	N	C
43	Rosenthal	Gerritt	Metro Councilor	Email	8/21/2023	HCT Strategy			N	C-17S is good conceptually, but, under a corridor functionality definition it actually becomes 2 corridors - West Linn to Sellwood Bridge, and a Sellwood Bridge to Downtown corridor.	No change recommended. The alignment extent and/or segmentation for C17S (Oregon City to Downtown Portland via Hwy 43) would be considered in developing the project as part of the locally-preferred alternative and its implementing design undertaken as part of the corridor planning process.	N	C
44	Rosenthal	Gerritt	Metro Councilor	Email	8/21/2023	HCT Strategy			N	C-14 - has anyone done a preliminary penciling out of the cost/benefit of a river tunnel including the potential grade implications? Of more concern is the importance of "through" ridership using the Central City concept which would imply that trips out of the central city are dominant. It is hard to believe this is a higher priority than many other projects such as 99W, Sherwood/Murray-Scholls/Hillsboro, or West Linn/Oregon City-Tualatin. Has a "limited stop express" concept been evaluated?	No change recommended. TriMet and Metro staff have explored the feasibility and cost/benefit of the tunnel via the MAX Tunnel Study. While the tunnel would reduce the number of stops downtown, it would still retain some subway-style stops in the central city. This was consistently the top community priority expressed in reply to surveys and tabling activities by people throughout the region. While speed is a key benefit, one of the main problems that the tunnel is a solution for is limited capacity for trains on the Steel Bridge that will not allow for the number of trains needed in the future to keep pace with anticipated growth. While express trains have some speed benefit, capacity on the Steel Bridge is still a limiting factor. Additional work to study the tunnel and Steel Bridge capacity is also included in Chapter 8 Section 8.2.3.4 Steel Bridge Transit Bottleneck Study.	N	C
45	Rosenthal	Gerritt	Metro Councilor	Email	8/21/2023	HCT Strategy			N	C23 would seem to be 2 distinct corridors- 155th and Farmington Road.	No change recommended. The alignment extent and/or segmentation for C23 (Bethany to Beaverton via Farmington/SW 185th) would be considered in developing the project as part of the locally-preferred alternative and its implementing design undertaken as part of the corridor planning process.	N	C
46	Rosenthal	Gerritt	Metro Councilor	Email	8/21/2023	HCT Strategy			Y	Given recent plans by SMART to supplement C-3 and C-6; it would seem a corridor along I-5 might be conceptualized.	No change recommended Corridor C3 (Beaverton to Wilsonville in the vicinity of WES) is representative and not a final alignment. The representative alignment follows WES- the infrastructure existing today- but the HCT solution could be upgrading the Line 76 to rapid bus, improvements to increase WES frequency and service (which do require double tracking), or extension of light rail. Those options would all be slightly different routes between Beaverton and Wilsonville and could include an alignment parallel to I-5.	N	C
47	Rosenthal	Gerritt	Metro Councilor	Email	8/21/2023	HCT Strategy			N	C22S seems odd in that C-29 already exists...is this really higher priority than C-2 (Hwy99W) or C26?	Metro staff recommendation under development.	TBD	C
48	Rosenthal	Gerritt	Metro Councilor	Email	8/21/2023	HCT Strategy			N	It is notable that PDX is not shown, although Washington Square and Clackamas TC are shown. Although we already have MAX to PDX, in the future, HCT connection to regional rail, perhaps in Oregon City, might be a useful concept and better connectivity to Clark County might be important	No change recommended. PDX airport was considered along with other major employers and job centers, as well as medical centers and affordable housing when developing the High Capacity Transit Strategy vision and prioritized pipeline. Rather than show all of these, the vision map focuses on centers which are the key element guiding the network concept in the policy framework. The full transit network map in the 2023 RTP does show employment areas and air terminals as well.	N	C

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49	Rosenthal	Gerritt	Metro Councilor	Email	8/21/2023	HCT Strategy			Y	I also wonder whether we should consider, in some other category, some of the other connections such as North Plains to Hillsboro, Newberg to Sherwood, Canby to Oregon City, Woodburn to Wilsonville/Tualatin, and Damascus to Clackamas. Because Vancouver has become an important "regional center" some further discussion might be useful on the connections between the two HCT systems.	No change recommended. Many of these connections would actually be classified as inter-city rail which is a distinct classification under a separate classification in the transit network/spectrum and guided by a different policy (Policy 8 on page 3-117). That is because they extend beyond Metro's planning boundary, making it inter-city rail (like Amtrak) which is also guided by the Oregon State Rail Plan due to the State's role in inter-city rail service planning, especially along the entire Portland to Eugene corridor (and the additional considerations that come into play with that like balancing passenger and freight rail needs). While the 2009 High Capacity Transit Plan included a corridor further to the east connecting to Damascus, this was moved west to align with the Clackamas to Columbia corridor in the 2018 Regional Transit Strategy. The High Capacity Transit takes frequent bus to the next level and Damascus is not currently envisioned for frequent service in the future based on its character. Rather, the Access to Transit Study will consider whether first/last mile transit solutions to Happy Valley are a better fit. Two connections to Vancouver's growing rapid bus system (Mill Plain, 4th Plain, Hwy 99) are envisioned in the strategy: 1) an extension of the yellow line downtown (planning underway with Interstate Brige Project) and 2) a connection across I-205 (anticipated to connect but shown conceptually to not yet assume a connection point as C-TRAN continues to plan and build the network).	N	C
50	Rosenthal	Gerritt	Metro Councilor	Email	8/21/2023	HCT Strategy			Y	Add a short section devoted to explaining that HCT is a critical, but not the only, element in the system, and that transit connectivity, i.e. "reaching many interconnected destinations" and "last mile connections" are also part of the overall system and supplemental to the HCT system.	Metro staff recommendation under development.	TBD	C
51	Shepley	David	Community member	Online Comment Form	7/22/2023	HCT Strategy			N	No change proposed. Expressed support for corridor C175 Oregon City to Downtown Portland via Hwy 43 within the High Capacity Transit Strategy network vision.	No change recommended. Corridor C175 is included in the HCT Strategy vision.	N	C
52	Fitzgerald	Marianne	Crestwood Neighborhood Association	Letter	8/9/2023	HCT Strategy and Project			N	No change proposed. Expressed support keeping the Southwest Corridor Light Rail Plan in Tier 1. We shared many comments with Metro while this plan was being developed, and hope Metro will fund station access projects such as the sidewalks and bike paths on SW Taylors Ferry Road in the near future.	No change proposed. Comment noted.	N	C
53	Holmqvist	Ally	Metro Staff		8/8/23	HCT Strategy Appendix A			Y	Amend Appendix A to add the High Capacity Transit Community Vision Survey Summary and OPAL Community Survey Results. These summaries were not yet available at the time the HCT Strategy Public Review Draft was released.	Amend as requested. The outreach summarized informed development of the HCT Strategy Public Review Draft and the Engagement summary and these documents are now available to attach for documentation of additional detail.	Y	C
54			HCT Strategy Working Group	Working Group Meeting #7	7/17/2023	HCT Strategy Appendix F		Transit Priority Lanes	Y	Amend Appendix F of the HCT Strategy to update the corridor titles and descriptions to add the corresponding corridor map ID and identify the locations of planned and implemented transit priority lanes (including Rose Lane projects). Make additional technical corrections as needed.	Amend as requested.	Y	C
55	Lindstrom	Andrew	Brooklyn Action Corps Land Use And Transportation Committee	Online Comment Form	8/18/2023	High Capacity Transit strategy			Y	Requests additional clarification on the definition of "high capacity" transit, including a quantitative definition of the number of passengers such transit can move per hour.	Metro staff recommendation under development.	TBD	C

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56						High Capacity Transit Strategy			N	Requests that ongoing coordination occur between the Gateway to Clark County project identified in the High Capacity Transit strategy and planned transit strategy updates in Clark County.	No change recommended. Ongoing coordination will occur as the High Capacity Transit Strategy is implemented following the adoption of the 2023 RTP update.	N	C
57	Perez	Judith	Southwest Washington RTC	Letter	8/25/2023	Regional Mobility Policy			Y	Requests that the regional mobility policy include policy definitions and specific analyses / performance measure thresholds for the I-5 and I-205 corridors as they cross the Columbia River.	Metro staff recommendation under development.	TBD	C
58	Newsom	Michael	Community member	Online Comment Form	8/13/2023	RTP - General			N	Expressed that affordable housing and job opportunities for laborers and the resulting commute pattern needs are important considerations.	No change recommended. These are important considerations in the 2023 Regional Transportation Plan. Chapter 7 describes the performance measures used to assess outcomes of the plan related to shared regional goals. Those measures include the share of capital spending and network completeness in equity focus areas (where people with low incomes live) and the number of jobs accessible by driving and transit in equity focus areas (how investments improve access to where people with low incomes work). This was also further explored for our current networks as part of the needs assessment analysis for the plan (described in Chapter 4) and affordable housing (in addition to equity focus areas, and travel patterns) was also a criteria included in the assessment that developed the high capacity transit vision.	N	C
59	Ford	Chris	ODOT Region 1	Letter	8/25/2023	RTP Appendix			Y	Add the following language to a technical appendix of the RTP to describe the exemption, screen and enhanced review process described in the requested Chapter 3 edits to pages 3-92 to 3-94.	Metro staff recommendation on where to include the new language is under development.	Y	C
60	Faulkner	Chris	Clean Water Service	Email	8/25/2023	RTP Appendix F			Y	Change the dates of Clean Water Services standards and guidance to "latest" or "current" standards and or guidance.	Amend as requested.		C
61	Scipioni	Ariana	Oregon Department of Fish and Wildlife	Letter	8/25/2023	RTP Appendix F			N	The Metro region lies at the northern end of the Willamette Valley, which is the fastest growing ecoregion in the state. Several important priority habitats identified in the Oregon Conservation Strategy face severe habitat loss and fragmentation from development including oak woodlands, grasslands (including oak savanna), wetlands, riparian and aquatic. Oregon Conservation Strategy species in need of action include western gray squirrel, northern red-legged frog, northwestern pond turtle, Oregon vesper sparrow, fringed myotis, acorn woodpecker, and Pacific lamprey. Lower Columbia River fall chinook, coho and steelhead as well as upper Willamette River spring chinook are strategy species in addition to being listed fish species. Thoughtful, climate informed, collaborative development of transportation in the region is critically important to the survival of Oregon's most imperiled species. The Department and Metro share a common goal of protecting and enhancing Oregon's fish and wildlife and their habitats for enjoyment by present and future generations, and we look forward to working together to achieve this.	Metro staff recommendation under development.	TBD	C

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62	Scipioni	Ariana	Oregon Department of Fish and Wildlife	Letter	8/25/2023	RTP Appendix F			Y	The Department appreciates the thorough and extensive list of federal and state regulations included in the plan. Please find below a listing of the most applicable statutes, administrative rules and policies administered by the Department that would pertain to the TSP. Several of the below have been mentioned in the plan, however, the applicable statute or administrative rule number may be missing. Oregon Revised Statutes (ORS): •ORS 496.012 Wildlife Policy •ORS 506.036 Protection and Propagation of Fish •ORS 496.171 through 496.192 Threatened and Endangered Wildlife and Fish Species. •ORS 498.301 through 498.346 Screening and By-pass devices for Water Diversions or Obstructions •ORS 506.109 Food Fish Management Policy •ORS 509-140 Placing Explosives in Water •ORS 509.580 through 509.910 Fish Passage; Fishways: Screening Devices	Metro staff recommendation under development.	TBD	C
63	Scipioni	Ariana	Oregon Department of Fish and Wildlife	Letter	8/25/2023	RTP Appendix F			Y	OAR Chapter 635, Division 100 provides authority for adoption of the State sensitive species list and the Wildlife Diversity Plan and contains the State list of threatened and endangered wildlife and fish species. OAR Chapter 635, Division 415 is the Department's Fish and Wildlife Mitigation Policy ⁶ , which describes six habitat categories and establishes mitigation goals and standards for each habitat ranging from Category 1 (irreplaceable, essential, limited) to Category 6 (habitat that has low potential to become essential or important. The Policy goal for Category 1 habitat is no loss of either habitat quantity or quality via avoidance of impacts through development alternatives. Categories 2-4 are essential or important but not irreplaceable habitats. Category 5 habitat is not essential or important habitat but may have a high restoration potential. The application for a transportation project should identify the appropriate habitat category for all affected areas of the proposed project on mapping; provide basis for each habitat category selection; and provide an appropriate mitigation plan to compensate for any adverse impacts which will then be reviewed by the Department. The Department recommends applicants initiate mitigation planning early within the permitting effort. For project impacts that cannot be avoided, the Department will readily work with the applicant to identify minimization opportunities and potential mitigation options to offset those impacts that will occur outside of avoidance and minimization measures.	Metro staff recommendation under development.	TBD	C
64	Scipioni	Ariana	Oregon Department of Fish and Wildlife	Letter	8/25/2023	RTP Appendix F			Y	The Department recommends all in-water work be planned for and completed during the Oregon Guidelines for Timing of In-Water Work and that coordination of this in water work is one of the first considerations for the project. These guidelines are to assist the public in minimizing the potential impacts to fish, wildlife and habitat resources.	Metro staff recommendation under development.	TBD	C

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65	Scipioni	Ariana	Oregon Department of Fish and Wildlife	Letter	8/25/2023	RTP Appendix F			Y	The Department recognizes and appreciates that Metro has already incorporated the Conservation Opportunity Areas identified in the Oregon Conservation Strategy, the fish passage priority list, and other sources of biological data. In addition, the Department recommends including The Oregon Connectivity Assessment and Mapping Project (OCAMP) on Priority Wildlife Connectivity Area's in Appendix F section 2.3.2, page 28 (pg 32/86). OCAMP was a multi-year, collaborative effort to analyze and map statewide wildlife habitat connectivity at fine resolutions for 54 species. Initiated in 2019 and completed in 2022 this multi-agency collaborative effort used the best science available to identify Priority Wildlife Connectivity Areas (PWCA) which represent that portion of the landscape best able to facilitate fish and wildlife connectivity. In many cases, the PWCA's include regionally important riparian areas; managing for connectivity in these areas will help conserve wildlife and biodiversity and, in some cases, may be legally required due to the fish passage rules referenced earlier. The network of PWCA's serves as a science-based tool that can be used as a resource, in conjunction with other sources of information, to support habitat enhancement, restoration, and protection, transportation mitigation, and conservation planning efforts, as well as future research and monitoring. They complement other landscape-scale conservation maps, such as Oregon's Conservation Opportunity Areas ¹ , indicating areas of the state that are disproportionately important to wildlife connectivity, and can serve as a foundation for future analyses that address specific conservation challenges, such as energy development, population growth, and climate change.	Metro staff recommendation under development.	TBD	C
66	Scipioni	Ariana	Oregon Department of Fish and Wildlife	Letter	8/25/2023	RTP Appendix F			Y	Please consider including an abbreviated summary from the "Interpreting and using PWCAs" guidance document such as the following "Roadways and vehicular traffic are a significant contributor to fragmentation of habitat and impacts to wildlife connectivity. Most species face at least some level of mortality risk associated with roadways, and many species display behavioral avoidance of the activity, noise, lights, vibrations, and smells associated with roads. Any location the PWCA network intersects with a roadway is a potential site for transportation mitigation. However, some roads pose a greater risk to wildlife connectivity than others, based on road width/number of lanes, traffic volumes, traffic speed, driver sightlines, and proximity to higher-quality habitats. Hexagons attributed with a Recommended Conservation Action of 'Transportation Mitigation' are areas of the PWCA network that are particularly susceptible to fragmentation from roadways, as determined both by the value of the surrounding habitat for facilitating movement, as well as known areas of high densities of wildlife-vehicle collisions. Areas designated as needing Transportation Mitigation would benefit from installation of wildlife crossing structures or autonomous animal detection systems that would improve wildlife passage across the road."	Metro staff recommendation under development.	TBD	C

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67			ODOT Region 1	Online Comment Form	8/8/2023	RTP Appendix F			Y	Appendix F: Table 2, the Metro boundary contains land east of the Sandy River. Accordingly, proposes that the Columbia Gorge Commission and/or the Gorge Scenic Area designation apply to some uses and could therefore be listed in the table.	Amend as follows. Add the Columbia River Gorge National Scenic Area Act to the law/rgulation/permi column and the <u>USDA Forest Service and Columbia Gorge Commission</u> to the responsible agency column. Add <u>Consistency with Gorge Management Plan</u> in the Documentation or Processes Required column. Add <u>National Scenic Area lands and water</u> in the Regulated Resource(s) column.	Y	C
68			ODOT Region 1	Online Comment Form	8/8/2023	RTP Appendix F			Y	Proposes noting that on Table 14 in Appendix F that ODOT has been or is working on a wetland bank on Sauvie Island for the any needed mitigation related to the Interstate Bridge project.	No change recommended. Wetland banks listed in Table 14 are established wetland banks. Information on a wetland bank on Sauvie Island related to the IBR project could be found. If and when the wetland bank on Sauvie Island is established, and credits are available, it may be added to Table 14.	N	C
69	Holmqvist	Ally	Metro Staff		8/7/2023	RTP Appendix L			Y	Amend Appendix L, pages 35-47, to update the federal TAM and PTASP performance measures reported to add missing information for prior years and new data related to 2022 performance and 2023 targets where applicable. Make additional technical corrections as needed.	Amend as requested. While Appendix L includes the federal TAM and PTASP measures included in the 2022 performance report, some information was not available at the time of reporting and more recent information is also now available for year 2022, as well as for 2023 targets.	Y	C
70	Mohammad	Mohammed Elias	African Youth Community Organization (AYCO)	Online Comment Form	8/22/23	RTP Chapter 1			N	Excellent service very good	No change recommended. No change proposed.	N	C
71	Rosenthal	Gerritt	Metro Councilor	Email	7/3/23	RTP Chapter 1			Y	Add the San Francisco Bay area to Figure 1.1	Amend as requested.	Y	C
72	Rosenthal	Gerritt	Metro Councilor	Email	7/3/23	RTP Chapter 1			Y	Figure 1.7 can be expanded to show TPAC and JPACT milestones	No change recommended. JPACT milestones already shown in Figure 1.7	N	C
73	Tun	Thet Naing	African Youth Community Organization (AYCO)	Online Comment Form	8/22/23	RTP Chapter 1			N	Excellent service.	No change recommended. No change proposed.	N	C
74	Ford	Chris	ODOT Region 1	Letter	8/4/23	RTP Chapter 2			Y	Add the following new objective to Goal 4: Thriving Economy <u>Objective 4.5: Maintain or bring facilities up to a state of good repair and avoid deferred maintenance to prevent future more costly and resource intensive repairs to the system and impediments to moving goods.</u>	Amend as follows, " <u>Objective 4.5: Maintain or bring facilities up to a state of good repair and avoid deferred maintenance to prevent future more costly and resource intensive repairs to the system and impediments to moving people and goods.</u> "	Y	C
75	Ford	Chris	ODOT Region 1	Letter	8/4/23	RTP Chapter 2			Y	Add new objective to Goal 2 as follows, " <u>Objective 2.3: Maintain or bring facilities for all modes up to a state of good repair to prevent traffic deaths and serious crashes related to poor infrastructure conditions.</u> "	Amend as follows, " <u>Objective 2.3: Maintain or bring facilities for all modes up to a state of good repair.</u> "	Y	C
76	Ford	Chris	ODOT Region 1	Letter	8/4/23	RTP Chapter 2			Y	ODOT also suggests these additional opportunities to add objectives tied to preservation of the system and seismic resilience in Goal 5, as follows, " <u>Objective 5.5 Adaptation and Resilience – Increase the resilience of communities and regional transportation infrastructure to the effects of climate change and natural hazards including seismic events, helping to minimize risks for communities.</u> <u>Objective 5.6: Maintain or bring facilities up to a state of good repair and avoid deferred maintenance to prevent future more costly and resource intensive repairs.</u> "	Amend as requested.	Y	C
77	Min	Aye Aye	African Youth Community Organization (AYCO)	Online Comment Form	8/22/23	RTP Chapter 2			N	Excellent service	No change recommended. No change proposed.	N	C

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78	Rosenthal	Gerritt	Metro Councilor	Email	7/3/23	RTP Chapter 2			Y	Suggests that references to 2040 Growth Concept should note that the concept as written needs to be “refreshed”, particularly regarding: a) the emergence of new major centers; b) new development options and standards with more neighborhood communities; c) much stronger emphasis on “readiness” for industrial and job lands; d) the emergence of large scale development on the western UGB edge; e) the failure of the eastern periphery to develop rapidly; and f) emergence of southern tier jobs area that impacts the northern Willamette Valley.	No change recommended. These types of changes will be addressed in the 2040 Growth Concept Refresh process described in Chapter 8 of the RTP. These comments have been shared with Metro staff leading that project.	N	C
79	Rosenthal	Gerritt	Metro Councilor	Email	7/3/23	RTP Chapter 2			Y	Recommends a “gap” analysis specifically focused on the major employment lands. This recommendation was made in response to “Objective 1.2 System Completion – Complete all gaps in planned regional networks.”	No change recommended. Comment has been forwarded to Metro Urban Policy & Development planners for consideration in Urban Growth Report process that is underway and for consideration as part of the future 2040 Growth Concept Refresh that is pending further Metro Council discussion and direction.	N	C
80	Rosenthal	Gerritt	Metro Councilor	Email	7/3/23	RTP Chapter 2			Y	Suggests that VMT is less relevant if the fleet were all electric and that it should be applied only to fossil fuel vehicles.	No change recommended. The VMT targets are adopted in state administrative rules and reflect the equivalent of the light-duty vehicle greenhouse gas emissions that are needed to meet state goals. These reductions are in addition to what state agencies anticipated would be reduced by electrification of the fleet and transition of the fleet to cleaner, low carbon fuels. See Appendix J for more information.	N	C
81	Rosenthal	Gerritt	Metro Councilor	Email	7/3/23	RTP Chapter 2			Y	Notes that throughway reliability is critical but the RTP needs a clear list of “Current” and “Future” throughways along with specific locations, connections and congestion points.	Amend as requested. This information will be included within Chapter 4 of RTP and Appendix I.	Y	C
82	Rosenthal	Gerritt	Metro Councilor	Email	7/3/23	RTP Chapter 2			Y	Notes that SAFE system (Goal 2) is an aspirational goal. Suggest that due to human nature we will never have zero; SAFE also needs to deal with personal safety when riding common transit; “Harassment and intimidation” elimination should be goals along with crime and terrorism.	No change recommended. Metro developed and adopted a vision zero goal in the 2018 RTP with extensive input from the public and policy makers. As described in the 2018 Metro Regional Transportation Safety Strategy, setting a goal of zero deaths and severe injuries, with interim targets for reaching the goal, reflects the perspective that these deaths are not accepted as unpreventable deaths. Setting ambitious transportation safety goals is increasingly used as a policy tool because places that set ambitious goals are resulting in better outcomes when those ambitious targets are supported by rigorous interventions and prioritization. Safety Policy 8 in RTP Chapter 3 states: “Prioritize investments, education and enforcement that increase individual and public security while traveling by reducing intentional crime, such as harassment, targeting, and terrorist acts, and prioritize efforts that benefit people of color, people with low incomes, people with disabilities, women and people walking, bicycling, and taking transit.” This policy addresses personal security. Personal security is defined in the RTP glossary as protection from intentional criminal or antisocial acts while engaged in trip making through design, regulation, management, technology and operation of the transportation system.	N	C
83	Rosenthal	Gerritt	Metro Councilor	Email	7/3/23	RTP Chapter 2			Y	Suggests adding a section on Regional Equity (Goal 3) - i.e. system costs and performance should appear approximately the same for travelers in all regions.	No change recommended. This is referenced in the equity and pricing policies in RTP Chapter 3.	N	C
84	Rosenthal	Gerritt	Metro Councilor	Email	7/3/23	RTP Chapter 2			Y	Suggests that within Goal 4 each major employment area needs “transit access” analysis and specific goals.	No change recommended. This comment has been forwarded for consideration as part of the Access to Transit study identified in RTP Chapter 8.	N	C
85	Rosenthal	Gerritt	Metro Councilor	Email	7/3/23	RTP Chapter 2			Y	Suggests adding text to goal 4: “to provide efficient (energy and time) flow of people and goods as needed to support a complex and robust economy”	No change recommended. Current goal language recognizes importance of transportation system to the economy.	N	C

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86	Rosenthal	Gerritt	Metro Councilor	Email	7/3/23	RTP Chapter 2			Y	Suggests that Access to Jobs could use some estimate of the time of travel parameters and discussion of relevance (and comparison) of different modes; it should also be expanded to reference education and training.	No change recommended. This is described in more detail in RTP Chapter 4 and Chapter 7.	N	C
87	Rosenthal	Gerritt	Metro Councilor	Email	7/3/23	RTP Chapter 2			N	Asks if there are guideposts for what % of income that transportation should not account for more than (similar to rent - 30%).	No change recommended. Comment will be considered as part of development of the Housing and Transportation Expenditure Tool (currently described in RTP Chapter 8, Section 8.4.4.3)	N	C
88	Rosenthal	Gerritt	Metro Councilor	Email	7/3/23	RTP Chapter 2			Y	Suggests adding items on climate and resilience within Goal 5 -1) making sure earthquake routes are resilient, 2) avoidance of environmentally sensitive areas, and 3) multimodal options and redundancy in case of emergency.	No change recommended. This is addressed within policy language in RTP Chapter 3 and will be also be further considered within phase 2 of the Regional Emergency Transportation Routes (ETR) project described in RTP Chapter 8 (section 8.2.3) and has been forwarded to staff who will be working on that project.	N	C
89	Rosenthal	Gerritt	Metro Councilor	Email	7/3/23	RTP Chapter 2			Y	Suggests combining Objectives 5.4 and 5.5 and describe them more simply: "Do Not Build Transportation Facilities in Ecologically, Culturally, or Historically Sensitive Areas if any alternative exists." Within Objectives 5.3 and 5.4, add concepts for "adaptable, flexible and redundant technologies that guarantee personal privacy".	Amend as follows: Combine Objectives 5.3 and 5.4. preserve and protect and integrate and rename the Objective "Resource Conservation."	Y	C
90	Rosenthal	Gerritt	Metro Councilor	Email	7/3/23	RTP Chapter 2			Y	Notes confusion with Table 2.1 (Mobility) - what is the base amount of mode share to be tripled? Notes that making transit and vehicle time-equal is not very likely. The access to options does not identify a "base year" and we should define radius goals for each mode.	Amend as follows: Clarify this and related measures to reference base year of 2010 and eventual out year aspiration. For access to jobs – clarify that it is relative to 2020 base year and that the base year will be updated with each RTP.	Y	C
91	Rosenthal	Gerritt	Metro Councilor	Email	7/3/23	RTP Chapter 2			Y	Notes that in Table 2.1 (Safety) - %'s in goals only means something if we also list the baseline.	Amend as requested. Clarify that base year is 2015.	Y	C
92	Rosenthal	Gerritt	Metro Councilor	Email	7/3/23	RTP Chapter 2			Y	Suggest specifying the stretches that add to the 4 hour limit when talking about throughway reliability. The US 26 tunnel must be included.	No change recommended. Reporting of performance in Chapter 7 and Appendix I will identify locations that exceed the 4-hour threshold.	N	C
93	Rosenthal	Gerritt	Metro Councilor	Email	7/3/23	RTP Chapter 2			Y	Notes that each job center should have a special section with goals and gaps identified.	No change recommended. This comment has been forwarded to Metro Urban Policy & Development staff for consideration in Urban Growth Report process.	N	C
94	Rosenthal	Gerritt	Metro Councilor	Email	7/3/23	RTP Chapter 2			N	Asks where are the climate goals for emission reductions from heavy vehicles and a goal for electrification by vehicle sector.	No change recommended. The state sets goals in statewide transportation strategy for reducing greenhouse gas emissions. The region's GHG reduction target is for passenger vehicles - cars and light duty trucks, and as such is the focus of the RTP. At this time they are not including heavy vehicles. With regard to electrification goals, in 2019 Senate Bill 1044 outlined new Zero Emission Vehicle adoption targets for Oregon: 50,000 registered ZEVs on Oregon roads by 2020; 250,000 registered ZEVs on Oregon roads by 2025; at least 25 percent of registered vehicles and at least half of the new vehicles sold annually are ZEVs by 2030; and at least 90 percent of new vehicles sold annually are ZEVs by 2035. In September of each odd-numbered year, the Oregon Department of Energy issues a Biennial Zero Emission Vehicle Report that provides updates on reaching the targets, along with other ZEV information, such as charging infrastructure and cost differences.	N	C
95	Rosenthal	Gerritt	Metro Councilor	Email	7/3/23	RTP Chapter 2			N	Suggests that the only way to make sure we stay on track is to "test" each "strategic" project to see if it meets the goals. This is arduous but probably necessary for all projects that are regional - local projects can use a simplified screening.	No change recommended. A high level assessment is included in Chapter 6 . The high level assessment is recommended to be further developed to support the 2028 RTP.	N	C

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96	Yaseen	Maung	African Youth Community Organization (AYCO)	Online Comment Form	8/22/23	RTP Chapter 2			N	Excellent service very good	No change recommended. No change proposed.	N	C
97	Alnajjar	Mohanad	TV Highway Equity Coalition	Letter	8/25/2023	RTP Chapter 3			N	The RTP, particularly with respect to High Capacity Transit projects, needs to have clear strategies that transportation agencies need to implement to address the impacts on small businesses before, during and after project construction. This includes potentially providing financial assistance to compensate for loss of revenue. Implementers must comply with equity policies to ensure neither residents nor businesses are displaced during, or as a result of, project development.	No change recommended. The High Capacity Transit Strategy includes clear actions and strategies around minimizing impacts to businesses as part of implementation of the transit project: <ul style="list-style-type: none"> • P57 summarizes those lessons learned- including planning for seamless service during construction, a traffic control plan and construction management plan that minimize impacts to businesses and prioritize communication. P42 also reinforces how involving businesses from the outset to understand needs is crucial to project success. P 45-6 outline the actions recommended in the strategy related to this topic. • P 17 also notes support needed to maintain business affordability and avoid displacement, a key part of equitable development strategies summarized on P45. P44 outlines the actions recommended in the strategy related to this topic. • While on the one hand the strategy has actions recommended to minimize impacts to businesses, it's important to remember too that those are temporary. P50 documents the business case for HCT and the return on investment and multiplier effect on business from the investment (also to the relevance of affordability strategies mentioned above). <p>Further, the detailed actions for each project would be further developed with community as part of the work to create the equitable development strategy for the corridor. As an example for Division Transit this included a business competitiveness and property development program, enhancing the Neighborhood Prosperity Initiative work including hiring an outreach coordinator, and developing a construction plan that maximized access and visibility for businesses and supported local patronage in contracts.</p>	N	C
98	Ariana	Gonzalez	Getting There Together Coalition	Public hearing testimony	7/27/2023	RTP Chapter 3			N	Not change proposed. Expressed support for values and policies reflected in the RTP and need to continue move forward.	No change proposed. Comments noted.	N	C
99	Bodamer	Christina	American Heart Association	Letter	8/25/2023	RTP Chapter 3			Y	Requests that Metro establish a comprehensive and binding complete streets policy that requires all transportation projects to enable reasonably safe travel for all users, prioritizes projects in under-resourced communities, creates a process for equitable and inclusive community engagement on all phases of implementation, and monitors and reports on progress.	Metro staff recommendation under development.	TBD	C
100	Boyd	Allison	Multnomah County	Letter	8/25/2023	RTP Chapter 3			Y	Suggests some minor additions to Policy 1 under 3.2.4.5 Transportation preparedness and resilience policies to reference the need to mitigate or retrofit many of the designated RETRs to be operational after a disaster and support regional recovery: Policy 1 "Designate, and maintain, <u>and strengthen the resilience of regional emergency transportation routes that, in the case of a major regional emergency or natural disaster, would be prioritized for rapid damage assessment and debris-removal and will be critical to response and recovery of the region.</u> "	Amend as requested.	Y	C
101	Bubenik	Frank	City of Tualatin	Letter	8/24/2023	RTP Chapter 3			Y	Requests that the mobility policies be reviewed and revised to allow plans to increase VMT per capita.	Metro staff recommendation under development.	TBD	C

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102	Bubenik	Frank	City of Tualatin	Letter	8/24/2023	RTP Chapter 3			N	The symbol used to denote the equity vision (bike, bus and pedestrian but no car) seems to reflect an underlying assumption that equity populations are more focused on biking, walking, or transit. Our experience here in Tualatin reveals a much more mixed bag. Many, if not the majority drive to their jobs and essential needs, often commuting to multiple work sites or jobs each day. They are disproportionately affected by congestion and safety issues stemming from congestion on major roadways, and would be disproportionately affected by tolls. We agree with and support the equity goals; however we are concerned that a number of the proposed policies in this Draft RTP would have consequences that would work against those same goals by increasing the time and the expense to get to jobs, school, medical care and other essential services for our equity populations.	Metro staff recommendation under development.	TBD	C
103	Bubenik	Frank	City of Tualatin	Letter	8/24/2023	RTP Chapter 3			N	Expresses concern that the policies and planning decisions result in more services and funding to the central part of the region than the edges of the region. Expresses concern about modelingtrips that begin and end in the region. Expresses concern about Regional High Injury Corridors methodology.	No change recommended. No change was proposed. Comment noted.	TBD	C
104	Charles	John	Cascade Policy Institute	Letter	8/25/2023	RTP Chapter 3			Y	Asserts that the definition of equity used in the regional mobility policy is meaningless, and questions the RTP assertion that equity is best addressed through multimodal investments. Recommends a change to focus on investments in roads and driving to advance equity investments under the assumption that these provide greater equity benefits.	Metro staff recommendation under development.	TBD	C
105	Charles	John	Cascade Policy Institute	Letter	8/25/2023	RTP Chapter 3			Y	Asserts that the definition of efficiency used in the regional mobility policy is counter to a common-sense assumption that efficiency means maximizing throughput on the transportation system. Implicitly recommends revising the definition of efficiency to focus on reducing vehicle delay.	Metro staff recommendation under development.	TBD	C
106	Edgar	Paul	Oregon City	Email	8/19/2023	RTP Chapter 3			N	Comments that tolling is a major detriment, including diversion, with few positives.	No change recommended. No change proposed.	N	C
107	Edgar	Paul	Oregon City	Email	8/19/2023	RTP Chapter 3			N	Comments that climate is an issue and the need to reduce vehicle emissions with with new technologies, automation, artificial intelligence, and technology improvements in batteries, and other electrical power storage devices. Comments that vehicles used in public transport, in the future are Hybrid or NO-Carbon Emissions in Urban Greater Portland-Metro Geographic Area.	No change recommended. No change proposed. Comment noted.		C

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108	Ford	Chris	ODOT Region 1	Letter	8/4/23	RTP Chapter 3			Y	Add the following text below to the Table notes on page 3-59 as follows, " <u>To clarify, this measure and the maps indicate clear and undeniable transportation needs on throughways designated in the RTP. Other analysis that agencies may conduct at a more detailed scale, such as during development of a facility plan or TSP, may also be used to document the need for operational investment in order to improve performance. When a need is identified using this measure, via observed data or traffic simulation models, transportation agencies should then follow the adopted congestion management process and ODOT's OHP Policy 1G to evaluate the need using field data and identify solutions to address the need.</u> "	Amend page 3-59 as follows, "This measure is used to identify transportation <u>needs on throughways designated in the RTP. Other analysis that agencies may conduct at a more detailed scale, such as during development of a facility plan, refinement plan or TSP, may also be used to document the need for operational investment and other solutions in order to improve performance. When a need is identified using this measure, via observed data or traffic forecasting models, transportation agencies should then follow the adopted congestion management process and ODOT's Oregon Transportation Plan Policy MO.2.1, and Oregon Highway Plan Policy 1G to evaluate the need using observed data and traffic forecasting tools and identify solutions to address the need.</u> "	Y	C
109	Ford	Chris	ODOT Region 1	Letter	8/25/2023	RTP Chapter 3			Y	Revise Policy 5 as follows, "Policy 5: Prior to adding new throughway capacity beyond the planned system of motor vehicle through lanes, including adding or extending an auxiliary lane of more than one-half mile ; demonstrate that system and demand management strategies, including access management, transit and freight priority, pricing, transit service and multimodal connectivity improvements cannot adequately address identified needs consistent with the Congestion Management Process and Regional Mobility Policy."	Amend as requested.	Y	C
110	Ford	Chris	ODOT Region 1	Letter	8/25/2023	RTP Chapter 3			Y	Replace Policy 6 with the following language, " <u>When enhanced review of select roadway projects is required under OAR 660-012-0830, including auxiliary lanes, the project will first be analyzed using established statewide methods for determining whether it increases capacity and, if so, then a facility plan, refinement plan, TSP amendment or similar documentation that demonstrates need, function, impacts and alternative options evaluated to address the identified need will be prepared and publicly adopted consistent with the OTP, OHP, Congestion Management Process, and OAR 660-012-0830; or a qualifying exception will be documented.</u> "	Amend as requested.	Y	C
111	Ford	Chris	ODOT Region 1	Letter	8/25/2023	RTP Chapter 3			Y	Revise the sections on the "Throughways and auxiliary lanes" and "Analysis of throughway and auxiliary lanes" on pages 3-92 through 3-94 as follows, "...Throughways are planned to consist of six through lanes (three lanes in each direction) with grade-separated interchanges or intersections, and serve as the workhorse for regional, statewide, and interstate travel. Additional through travel lanes may be needed in some places based on the importance of a facility to regional and state economic performance, excessive demand and limitations or constraints that prevent creation of a well-connected street network due to topography, existing neighborhoods, or natural resource areas. "	Amend as requested.	Y	C

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112	Ford	Chris	ODOT Region 1	Letter	8/25/2023	RTP Chapter 3			Y	Add the following language to the beginning of the "Use of auxiliary and other special purpose lanes" section as follows, " Additional throughway travel lanes, as well as auxiliary lanes and other special purpose lanes, may be warranted in some locations, including those with a high number of serious or fatal crashes, excessive demand from a facility important to regional and state economic performance, substandard interchange spacing, connecting throughway systems that are relatively close but not directly linked, geometric constraints, slope, and limitations or constraints that prevent creation of a well-connected street network due to topography, existing neighborhoods, or natural resource areas. "	Amend as requested.	Y	C
113	Ford	Chris	ODOT Region 1	Letter	8/25/2023	RTP Chapter 3			Y	Revise the following language as follows, "An auxiliary lane is the portion of the roadway adjoining the through lanes for speed change, turning, weaving, truck climbing, maneuvering of entering and leaving traffic, and other purposes supplementary to through-traffic. An auxiliary lane is intended to provides a direct connection from one interchange ramp to the next. The lane separates slower traffic movements from the mainline through traffic, helping smooth the flow of traffic and reduce the potential for crashes and is not intended to function as a general purpose travel lane. Auxiliary lanes add additional motor vehicle capacity. Auxiliary lanes can be used to keep regional trips on the throughway system instead of diverting them to local roadways. These system-to-system interchange connections currently exist on I-5 between OR-217 and I-205. The intention is not to "add capacity" to the six through lanes, it is rather to serve trips that are traveling from one interchange to another and can stay in the same lane without merging with through traffic. "	Amend as follows, "An auxiliary lane is the portion of the roadway adjoining the through lanes for speed change, turning, weaving, truck climbing, maneuvering of entering and leaving traffic, and other purposes supplementary to through-traffic. An auxiliary lane is intended to provides a direct connection from one interchange ramp to the next. The lane separates slower traffic movements from the mainline through traffic, helping smooth the flow of traffic and reduce the potential for crashes and is not intended to function as a general purpose travel lane. Auxiliary lanes typically add additional motor vehicle capacity for the purpose of serving shorter, more local trips and allowing through lanes to serve longer, regional trips. Auxiliary lanes can be used to keep regional trips on the throughway system. These system-to-system interchange connections currently exist on I-5 between OR-217 and I-205. The intention is not to "add capacity" to the six through lanes, it is rather to serve trips that are traveling from one interchange to another and can stay in the same lane without merging with through traffic. " The original statement in the RTP that auxiliary lanes add motor vehicle capacity is consistent with guidance in the Highway Capacity Manual, as promulgated by FHWA in its Guide for Highway Capacity and Operations Analysis of Active Transportation and Demand Management Strategies.	Y	C
114	Ford	Chris	ODOT Region 1	Letter	8/25/2023	RTP Chapter 3			Y	Revise the section on "Analysis of throughway and auxiliary lanes" to read follows, " <u>Analysis Enhanced review of throughway and auxiliary lanes - Auxiliary lane projects that meet the exemption criteria of OAR 660-012-0830 are not subject to further review. That exemption will be documented in accordance with the details in Appendix XYZ, using ODOT's Analysis Procedures Manual. Otherwise, auxiliary lanes will be evaluated to determine whether they would add additional vehicular capacity beyond the existing general purpose travel lanes, documented in accordance with the details in Appendix XYZ. If an auxiliary lane will not add capacity, no further review is required. If an auxiliary lane is not exempt and would add capacity, then enhanced review will be conducted through a TSP amendment, refinement plan or facility plan, documented in accordance with the details in Appendix XYZ.</u> "	Amend as requested.	Y	C

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115	Ford	Chris	ODOT Region 1	Letter	9/11/2023	RTP Chapter 3			Y	Update Chapter 8 to add continued collaboration with Metro to develop effective metrics for non-limited access throughways as a post-RTP adoption effort. Options for next steps include revised metrics and reviewing the RTP throughway designations applicability to some of these facilities.	Amend as requested with the addition of language noting this work will be coordinated with the Oregon Highway Plan update that is planned for 2023-2024.	Y	C
116	Francis	Carley	WSDOT	Letter	8/25/2023	RTP Chapter 3			Y	Expressed support for ODOT revisions to RTP Chapter 3 motor vehicle policies related to auxiliary lanes.	See Metro staff recommendations on Comments #, #, # .	Y	C
117	Iannarone	Sarah	The Street Trust	Letter	8/25/2023	RTP Chapter 3			N	Expressed support to retain the following policies in the RTP: 3.2.5 (Pricing policies); 3.2.6 (Mobility policies); 3.3.3.2 (Regional motor vehicle network policies).	No change recommended. No change proposed. Expressed support for draft policies.	TBD	C
118	Jackman	Isaiah	Community member	Online Comment Form	8/22/23	RTP Chapter 3			Y	Requests an update to Action 6 of the Transportation Equity Policy 3 to offer free charging ports and free Wi-Fi at all transit stops and/or aboard all transit.	Metro staff recommendation under development.	TBD	C
119	Jordan	Tony	Parking Reform Network	Public hearing testimony	7/27/2023	RTP Chapter 3			Y	Proposed expanding role of parking pricing and other strategies in the RTP to support implementation of new statewide parking policies. Requests a regional parking pricing approach with region-wide mitigation for people with low incomes; facilitating interoperability and wayfinding, and providing leadership on TDM – like parking cash out and other commuter programs.	Metro staff recommendation under development.	TBD	C
120	Kyi	Daw san	African Youth Community Organization (AYCO)	Online Comment Form	8/22/23	RTP Chapter 3			N	Excellent service very good	No change recommended. No change proposed.	N	C
121	Mannix	Kevin	House of Representatives	Letter	8/25/2023	RTP Chapter 3			Y	We recommend that Metro classify the potential extension of WES not as “inter-city” rail system; rather, we recommend a special classification of “inter MPO TMA” or MPO TMA to MPO TMA. That is, high-capacity transit that connects two Metropolitan Planning Organizations Transportation Management Areas. An MPO TMA encompasses an area larger than a city; rather an MPO is usually a collection of cities, especially in a smaller state like Oregon. An MPO is a federally mandated body for any urban area over 50,000 in population that directs the flow of federal transportation funding to the Transportation Management Area.	No change recommended. The extension of commuter rail to Salem is included in the 2023 Regional Transportation Plan Transit Network Vision (as shown on the map on page 3-106 the dark pink line for commuter rail extends beyond Wilsonville into Marion County). However, while commuter rail is a high capacity transit mode this connection is actually classified as inter-city rail which is a distinct classification under a separate policy (Policy 8 on page 3-117). That is because it is a connection that extends beyond Metro’s planning boundary, making it inter-city rail (like Amtrak) which is also guided by the Oregon State Rail Plan due to the State’s role in inter-city rail service planning, especially along the entire Portland to Eugene corridor (and the additional considerations that come into play with that like balancing passenger and freight rail needs). As far as priority within the inter-city network, the 2023 RTP does note in Chapter 3 under transit policy 8 on page 3-117: “When developing inter-regional rail service, this corridor alignment [WES extension] should take priority for improving passenger rail service between Eugene and Portland in the nearer-term future.”	N	C
122	McCourt	Randy	Community member	Email	7/28/23	RTP Chapter 3			Y	Proposes renumbering the mobility policies - having safety as #4 does not meet the public's expectations of investment. The top priorities should be - in no particular order - safety, fix-it-first, and economic development.	Metro staff recommendation under development.	TBD	C
123	McCourt	Randy	Community member	Email	7/28/23	RTP Chapter 3			Y	What is shown seems to target VMT, system completeness and travel speed/congestion without addressing the complexity of safety in this pursuit.	Metro staff recommendation under development.	TBD	C

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124	McCourt	Randy	Community member	Email	7/28/23	RTP Chapter 3			Y	Proposes adding guidance for assessing plan amendments - as drafted, the emphasis still seems very vehicle centric. The completeness criteria seems to miss the community needs for direct paths, connectedness/access and seems to focus on vehicle trips/proportionate share. This is an example where added focus on the needs for walkers and connectedness or all road users could be expanded.. Agencies should consider walk system in the same light as the motor vehicle system in terms of connectivity, access, linkage to critical activities - schools, parks, trails, school bus/transit stops, commercial centers, civic uses.The only action noted for local agencies was mobility policy - very vehicle centric. agencies need to change land use approval process and project development process to be equitable with walking not just vehicles. It is not simply pedestrian crossings and crossing spacing (which are important). Gap filling, connectedness and linkages are critical and must be part of the policy development in meaningful and quantitative ways.	Metro staff recommendation under development.	TBD	C
125	Mealy	John	Community member	Online Comment Form	7/28/2023	RTP Chapter 3			Y	Requested that transit be fareless and also frequent.	No change recommended. This comment has been forwarded to TriMet for consideration as the agency sets fare rates. Additionally, Chapter 3 of the RTP includes Transit Policy 11 (see pages 3-122 to 123) to "Make transit affordable, especially for people with low incomes." Recent work by Transit Center and others have shown that for larger transit agencies the loss of revenue for removing fares could severely impact service-especially frequent service- the top priority for most low-income riders and riders who rely on transit. For example, revenue from fares for New York's MTA is six times that of what is projected to come from congestion pricing. However, as studied and documented in Metro's 2022 Equitable Transportation Funding Research Report, it is important that fares are charged equitably. The policy above supports affordable fare for low-income riders and accessible programs for providing such fares to promote their use.	N	C
126	Mohammed	Rishmar	African Youth Community Organization (AYCO)	Online Comment Form	8/22/23	RTP Chapter 3			N	Excellent service very good	No change recommended. No change proposed.	N	C
127	Morgan	Brett	1000 Friends of	Online Comment Form	8/25/23	RTP Chapter 3			N	Expresses support for integrating 3.2.5 Pricing Policies, Regional Mobility Pricing Project, 3.3.5.3 Policy on High Capacity Transit Network in the RTP.	No change recommended. No change proposed. Expressed support for draft policies in the RTP.	N	C
128	Namkoong	Indi	Verde	Public hearing testimony	7/27/2023	RTP Chapter 3			N	Expressed support for new pricing and mobility policies.	No change proposed. Comments noted.	N	C
129	Namkoong	Indi	Verde	Letter	8/24/2023	RTP Chapter 3			N	Supports updates made to the policies in Chapter 3 and urge that they be passed as written in the public comment draft, in particular the 3.2.5 Pricing policies, 3.2.6, Mobility, and 3.3.3.2 Regional motor vehicle network policies .	No change recommended. No change proposed. Expressed support for draft policies in the RTP.	N	C

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130	Newsom	Michael	Community meeting	Online Comment Form	8/13/2023	RTP Chapter 3			Y	Requested a specific section within the Regional Transportation Plan toward reducing commuter traffic, including strategies for doing so.	No change recommended. The 2018 Regional Travel Options (RTO) Strategy focuses on strategies for encouraging modes other than driving. Then the 2023 Regional Transportation Plan includes Transportation Demand Management Policy 3 to "Provide and deliver Transportation Demand Management programming at a variety of scales: state, regional and local" that help people drive less through a variety of strategies. Additionally, the regional transit, bicycle, and pedestrian network concepts support the Climate Smart Strategy policies to "make transit more convenient, safe, reliable and connected" and "make biking and walking safe and convenient" to encourage mode shift at the same time. In addition, this comment has been forwarded to Metro Regional Travel Options staff for further consideration as part of the next planned update to the RTO Strategy that addresses programming to encourage use of travel options.	N	C
131	Newsom	Michael	Community meeting	Online Comment Form	8/13/2023	RTP Chapter 3			N	Expressed support for tax incentives for limiting commute miles.	No change recommended. This comment has been forwarded to the Oregon Department of Transportation for consideration. While we look to the State for establishment of taxes/tax incentive programs (e.g., OreGO), the 2023 Regional Transportation Plan includes Climate Smart Strategy Policy 6 to "Provide information and financial incentives to expand the use of travel options and reduce vehicle miles traveled." Additionally, DEQ's ECO Rule, supported by Metro through Regional Travel Options programming, encourages qualifying regional employers to offer commuter benefits, including existing federal pre-tax deductions to purchase transit passes, providing a tax saving for both employer and employees.	N	C
132	O'Brien	Tara	TriMet	Email	8/23/2023	RTP Chapter 3			Y	Suggests statements on pages 3-107 and 3-108 are misleading, requests the following added clarification (in underline). "With the passing of House Bill 2017, the Oregon Legislature identified transit improvements and service expansion as a priority for the state. With this additional funding, the region will be able to significantly increase and expand transit service, though not nearly enough to meet <u>the ridership and climate change mitigation goals identified in the RTP.</u> "	Metro staff recommendation under development.	TBD	C
133	O'Brien	Tara	TriMet	Email	8/23/2023	RTP Chapter 3			Y	Proposes updating Transit Policies 4 and 6 by adding the language on Page 124 found at the end of the High Speed Rail section: "Additional collaboration and funding are needed to support the development of this level of service."	Metro staff recommendation under development.	TBD	C
134	O'Brien	Tara	TriMet	Email	8/23/2023	RTP Chapter 3			Y	Transit Policy 5 – Delete "complete and..." Start with strengthen. A "complete" HCT system should not be defined in policy.	Metro staff recommendation under development.	TBD	C
135	O'Brien	Tara	TriMet	Email	8/23/2023	RTP Chapter 3			Y	Please make the following adjustments to the transit policy language: Transit Policy 2: "Ensure that the regional transit network equitably prioritizes service to those who rely on transit or lack travel options...". Use of ensure and prioritize is problematic here. This prioritization could be in conflict with the other policies of reducing region-wide VMT or building ridership. Change to: <u>Regional transit network strives to enhance service to those who rely on transit or lack travel options...</u>	Metro staff recommendation under development.	TBD	C

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136	O'Brien	Tara	TriMet	Email	8/23/2023	RTP Chapter 3			Y	Transit Policy 6 and Policy 7 are swapped starting on page 120. The numbering for policies is wrong.	Amend as requested.	Y	C
137	O'Brien	Tara	TriMet	Email	8/23/2023	RTP Chapter 3			Y	Transit Policy 6 – instead of complete “continue to build out”. Transit network is always evolving and won’t be “completed”	Amend as requested.	Y	C
138	Ramirez	Citlaly	The Street Trust	Public hearing testimony	7/27/2023	RTP Chapter 3			N	Expressed support for updated Chapter 3 policies to set the region on a path to improve climate, safety, equity and expanded options in Clackamas county.	No change proposed. Comments noted. Expressed support for draft policies in the RTP.	N	C
139	Rippey	Paul	Community member	Online Comment Form	8/25/23	RTP Chapter 3			Y	Recommends a change to RTP policies to require agencies to restore natural areas when adding pavement to the transportation network.	Metro staff recommendation under development.	TBD	C
140	Risser	Sarah	Community member	Online Comment Form	8/21/2023	RTP Chapter 3			N	Expressed support for new pricing and mobility policies.	No change proposed. Comments noted.	N	C
141	Rosenthal	Gerritt	Metro Councilor	Email	7/13/23	RTP Chapter 3			Y	Look for opportunities to tighten up Chapter 3, keep sentences shorter, eliminate repetition and ensure terms are used consistent throughout (e.g. consistent definitions for throughways and for bike routes). Suggests that an Action Vision Plan may be needed to summarize the detail in the RTP.	Amend as follows. Review Chapter 3 and look for opportunities to shorten sentences, eliminate repetition and ensure terms are used consistent throughout. An Executive Summary has been developed which provides a summary of the RTP.	Y	C
142	Rosenthal	Gerritt	Metro Councilor	Email	7/13/23	RTP Chapter 3			Y	Create a separate numbered entry for marine facilities under regional transportation system components in Section 3.1, and write a short section on marine facilities.	No change recommended. Marine facilities are recognized as part of the regional freight network and are therefore included in point number six under the regional transportation system components in Section 3. 1, which states "All freight and passenger intermodal facilities, airports, rail facilities and marine transportation facilities and their bridges shown on the regional freight network map in Figure 3-32." Marine facilities are addressed in Section 3.3.6 Regional freight network concept, vision and policies.	N	C
143	Rosenthal	Gerritt	Metro Councilor	Email	7/13/23	RTP Chapter 3			Y	Amend Figure 3-23 (Motor Vehicle Network Map) to break into four maps, each covering ½ the area, one for Throughways/Major Arterials and the other set for Major Arterials/Minor Arterials/Other. Add the Throughway-Expressway and Throughway-non-Expressway concept on the maps.	Amend as follows: (1) Create inset maps for the design, motor vehicle, transit, bicycle, and pedestrian network maps, similar to the freight network inset maps; (2) Create interactive online network maps, with the ability to turn layers (e.g., functional classifications) on and off; (3) Create a new map that follows Table 3-5 on page 3-58 to 3-59 that distinguishes between Throughway-Expressways and Throughway-Non-Expressway facilities, consistent with the Regional Design Classification Map and supporting policies that already distinguish between these facility types; and (4) Update references to the facilities throughout the RTP to ensure consistency.	Y	C

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144	Rosenthal	Gerritt	Metro Councilor	Email	7/13/23	RTP Chapter 3			N	No change proposed. Commented that it is important to consider 8 interconnected networks. These are interconnected but not all connect with all the others: 1. Interregional vehicle highways plus regional rail (connect to 2, 7, and 8) 2. Intraregional highways and rail (connect to 1,3, 7 and 8) 3. Arterials - main and secondary with regional trails (connect to 2,4 & 6) 4. Local streets including ped/roller/cycle an local trails (connects to 3, 5 and 6) 5. All ped/roller/cycle routes (connect to 4,4, an 5) 6. Transit routes - HFT, HET, bus, MAX, commuter rail (connect to 4 and 5 with minor connections to 7 and 8) 7. Freight rail and rail hubs (connect to 1,2, and minor to 3) 8. Air and marine hubs (connect to 1,2,3 and 6)	No change recommended. No change proposed. Comment noted.	N	C
145	Rosenthal	Gerritt	Metro Councilor	Email	7/13/23	RTP Chapter 3			Y	Proposes refreshing the 2040 Growth Concept and noted several changes that should be reflected in the refresh: importance of regional centers, new density patterns, areas where growth has occurred, and new land use and development laws; employment lands now dominates "industrial".	No change recommended. These types of changes will be addressed in the 2040 Growth Concept Refresh process described in Chapter 8 of the RTP. These comments will be shared with Metro staff leading that project.	N	C
146	Rosenthal	Gerritt	Metro Councilor	Email	7/13/23	RTP Chapter 3			Y	Proposes anupdate to Table 3-2 by removing reference to focusing on bottlenecks in undeveloped areas and add reference to congestion pricing, and list "stable O&M funding" as an investment strategy (e.g. invest in a VMTax system).	Amend as follows. Update third of Table 3-2 " Focusing on bottlenecks and improving Improve system connectivity to address barriers and safety deficiencies." Update first column of Table 3-2 "Managing the existing transportation system, using pricing and other tools , to optimize performance for all modes of travel. The table describes infrastructure investment strategies not funding strategies; do not recommend adding reference to "stable O&M funding."	Y	C
147	Rosenthal	Gerritt	Metro Councilor	Email	7/13/23	RTP Chapter 3			Y	Proposes that the equity policies identify specific gaps (needs) and programs to alleviate them. Proposes adding an equity policy that strictly forbids "displacement" except under certain defined needs (common good). Proposes adding a discussion whether reparations might be needed.	No change recommended. Policies and actions are regional in scope and therefore somewhat general. Equity Policy 2 requires that investments in the transportation system support community stability by anticipating and minimizing the effects of displacement. More work would be needed to understand what a policy forbidding displacement would look like or if it is even possible. Section 8.2.3.6 (Equitable Development Strategies) in Chapter 8 describes a program where Metro, in collaboration with local government and community partners, aims to address displacement and other concerns by working to create an Equitable Development Strategy (EDS) for each major transit investment corridor where Metro is leading the planning process.	N	C
148	Rosenthal	Gerritt	Metro Councilor	Email	7/13/23	RTP Chapter 3			Y	Proposes adding a safety policy to address "harassment and intimidation" i.e. psychological safety. We do use the concept of "welcoming" later, but this is a bit too broad.	No change recommended. Safety Policy 8 (Prioritize investments, education and enforcement that increase individual and public security while traveling by reducing intentional crime, such as harassment, targeting, and terrorist acts, and prioritize efforts that benefit people of color, people with low incomes, people with disabilities, women and people walking, bicycling, and taking transit.) addresses personal security. Personal security is defined in the RTP glossary as protection from intentional criminal or antisocial acts while engaged in trip making through design, regulation, management, technology and operation of the transportation system.	N	C

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149	Rosenthal	Gerritt	Metro Councilor	Email	7/13/23	RTP Chapter 3			Y	Proposes that while the ZERO deaths and major accidents is a good goal it is not achievable in reality. Proposes adding a discussion of the variables that contribute to safety along with strategies for improvement: a) system design, b) system construction, c) signage, d) vehicle construction and equipment, e) laws and regulations, and f) enforcement. Suggests that Section 3.2.3.4 seems somewhat repetitive and seems to rely too heavily on speed and the only controllable factor, with implied proposal to make changes to address this.	No change recommended. Metro developed and adopted a vision zero goal with extensive from the public and policy makers, including JPACT and the Metro Council. Section 3.2.3.4 in RTP Chapter 3 provides a high-level overview of detailed information, including contributing factors of crashes and strategies for improvement, found in the 2018 Metro Regional Transportation Safety Strategy. Setting a goal of zero deaths and severe injuries, with interim targets for reaching the goal, reflects the perspective that these deaths are not accepted as unpreventable deaths. Setting ambitious transportation safety goals is increasingly used as a policy tool because places that set ambitious goals are resulting in better outcomes when those ambitious targets are supported by rigorous interventions and prioritization.	N	C
150	Rosenthal	Gerritt	Metro Councilor	Email	7/13/23	RTP Chapter 3			Y	Proposes adding a preliminary assessment of the major HIC's, i.e. a listing and summary of probable causes.	Amend as requested. Update safety section of Chapter 4 with list of top 10 high injury corridors and primary contributing factors of serious crashes in the region and on those corridors. Add reference to Chapter 4 in Section 3.2.3.3.	Y	C
151	Rosenthal	Gerritt	Metro Councilor	Email	7/13/23	RTP Chapter 3			Y	Proposes adding a discussion to Section 3.2.4.2 on the climate impacts of "tolling" "congestion management", and "diversion" including that Climate Smart monitoring will be different for different types of corridors.	No change recommended.	N	C
152	Rosenthal	Gerritt	Metro Councilor	Email	7/13/23	RTP Chapter 3			Y	Proposes listing the key resilience corridors and their gaps, along with the levels of resilience for different types of emergencies to Section 3.2.4.5, and noting that major throughways (expressways) need the highest level of resilience.	No change recommended. As described in Chapter 8, Section 8.2.3.9 "Emergency Transportation Routes Project Phase 2," a second phase of follow-on work is proposed for 2024-2026 to further prioritize/tier the updated routes and develop operational guidance for route owners/operators.	N	C
153	Rosenthal	Gerritt	Metro Councilor	Email	7/13/23	RTP Chapter 3			Y	Proposes that there is not data to support the statement on page 3-41 that equity focus areas show the main impacts of congestion.	Amend as follows: Add footnote to page 3-41 " <u>Congestion impacts equity focus areas most significantly. In the Portland region, the 10 lowest income and 10 highest minority neighborhoods experience more exposure to toxic air than the average neighborhood.</u> " Source: 2012 Portland Air Toxics Solutions Committee Report and Recommendations, Oregon Department of Environmental Quality.	Y	C
154	Rosenthal	Gerritt	Metro Councilor	Email	7/13/23	RTP Chapter 3			Y	Proposes adding mention that VMTraveled has two key aspects: one is that it is a measure of transit adequacy; the other is a measure of emissions, and that as we transition to EV's, the climate (emission) importance dwindles.	No change recommended. It is unclear what section of the document this comment refers to.	N	C
155	Rosenthal	Gerritt	Metro Councilor	Email	7/13/23	RTP Chapter 3			Y	Proposes updating the discussion on "reinvestment" to include O&M, diversion, transit, and multimodal options.	No change recommended. Options for reinvestment, including in O&M, diversion, transit and multimodal options, are listed in Table 3-4. The narrative preceding the table provides an introduction.	N	C
156	Rosenthal	Gerritt	Metro Councilor	Email	7/13/23	RTP Chapter 3			Y	Proposes prioritizing the 33 "actions" in Table 3-4.	No change recommended. Options for reinvestment will depend on the context and should therefore not be prioritized at the policy level. All of the reinvestment options listed could be a priority depending on the context.	N	C

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157	Rosenthal	Gerritt	Metro Councilor	Email	7/13/23	RTP Chapter 3			Y	Proposes adding a No Displacement policy and perhaps even a "reparations" policy for past displacements, for example a portion of tolling along the Albina corridor be used to create a Reparations Fund. Comments that equity remains an issue in mobility but that the prime nexus is around safety, inferring that the section should be updated to reflect this.	No change recommended. This section is intended to provide high-level policy outcomes of the mobility policy.	N	C
158	Rosenthal	Gerritt	Metro Councilor	Email	7/13/23	RTP Chapter 3			Y	Proposes expanding this section to include discussions of new battery technology and perhaps a discussion of each jobs area and the housing availability within 0.5 travel hours.	No change recommended. This section is intended to provide high-level policy outcomes of the mobility policy.	N	C
159	Rosenthal	Gerritt	Metro Councilor	Email	7/13/23	RTP Chapter 3			Y	Proposes that there would seem to be a natural hierarchy in this discussion: 1) Home to Jobs and back 2) Homes to Basic Needs and back 3) Homes to Education/Training & back 4) Homes to Medical/. Dental and back 5) Homes to Recreation and back(social interactions) 6) Other	No change recommended. Trips to jobs, basic needs, education, medical and recreation, among others, are not listed in any particular order of priority in the RTP or mobility policy. The mobility policy supports outcomes that increase access and travel options to all types of destinations in the region.	N	C
160	Rosenthal	Gerritt	Metro Councilor	Email	7/13/23	RTP Chapter 3			Y	Proposes adding metrics, e.g. transit should not be x% longer than individual vehicle travel, to the reliability outcome of the mobility policy. Notes that people make transportation choices based on cost, time of travel, and convenience. One thing most people do not calculate correctly is the actual cost of personal vehicle travel compared to transit.	No change recommended. The proposed mobility policy measures were identified through an extensive, multi-year process to develop a small number of mobility measures that account for all the ways people travel that can be used at the transportation system planning level and when evaluating the transportation impacts of comprehensive plan amendments. Metrics such as comparing transit travel times relative to motor vehicle travel times can provide additional supporting information in more detailed transit planning, area planning or corridor studies.	N	C
161	Rosenthal	Gerritt	Metro Councilor	Email	7/13/23	RTP Chapter 3			Y	Proposes differentiating between limited access (express) and signalized (non-express) Throughways in the RTP, and anticipating/describing which signalized/non-expressways might be converted (though, comment does not indicate whether the conversion should be to limited access throughways, or to a non-throughway status).	Amend as follows. (1) Create a new map that follows Table 3-5 on page 3-58 to 3-59 that distinguishes between Throughway-Expressways and Throughway-Non-Expressway facilities, consistent with the Regional Design Classification Map and supporting policies that already distinguish between these facility types; and (2) update references to the facilities throughout the RTP to ensure consistency. Existing expressway and non-expressway classifications will be reviewed and possibly changed through the update of the Oregon Highway Plan in 2024. Any changes in the Oregon Highway Plan will be reflected in the next update of the RTP (due in Nov. 2028).	Y	C
162	Rosenthal	Gerritt	Metro Councilor	Email	7/13/23	RTP Chapter 3			Y	Proposes elaborating on priorities and hierarchies within the Mobility Policies, i.e. safety is more critical for local project evaluations whereas completeness may rank higher for regional system projects..	No change recommended. The Regional Mobility Policy update was guided by a work plan that was agreed upon by many stakeholders and adopted by JPACT and the Metro Council in 2019. There was no intention in the update to prioritize the outcomes, measures or mobility policy elements - they must be balanced. In addition, the mobility policy is one of many RTP policies that are used to identify transportation needs and potential solutions during transportation system planning and when evaluating the transportation impacts of comprehensive plan amendments.	N	C

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163	Rosenthal	Gerritt	Metro Councilor	Email	7/13/23	RTP Chapter 3			Y	Proposes consideration of two options for new criteria and measures for Throughway Travel Reliability Thresholds in the mobility policy.	No change recommended. The Mobility Policy measures and targets were developed over three years with extensive stakeholder and policymaker input. The November 29, 2022 Regional Mobility Policy Travel Speed Reliability Research Process memo documents the process, input, research, and findings supporting a travel speed threshold of 35 mph for expressways.	N	C
164	Rosenthal	Gerritt	Metro Councilor	Email	7/13/23	RTP Chapter 3			Y	Proposes that chapter include analysis of how a VMT tax level of 0.01 to 0.015 would affect regional planning and project development.	Amend Chapter 8 of the RTP to add future work on regional transportation funding and finance strategy.	Y	C
165	Rosenthal	Gerritt	Metro Councilor	Email	7/13/23	RTP Chapter 3			Y	Proposes including Tables 5-22 (sic) and 5-23 (sic) because they are referenced, and proposes adding a baseline gap analysis "to reach the goals of Step 5."	No change recommended. Table 5 (please note that the numbers, 22 and 23, next to Table 5 on page 3-66 are footnotes) will be included in a new Appendix of the RTP; Appendix V: Mobility Policy Background Documentation, which will include all of the reasearch, process and technical memos and other materials related to the development of the Mobility Policy. To implement evaluation number 5 under 3.2.5.3 "Mobility policy plan amendment evaluation actions", a baseline conditions analysis would be prepared. In order to understand "proportionate impact on increased VMT/capita" the analysis would need to define the current conditions. Further, the update of the Regional Transportation Functional Plan, as described in Section 8.2.3.11 in Chapter 8, will include guidance on implementing the Mobility Policy. In addition, recent Metro staff discussions with ODOT and DLCD staff identified the need to coordinate this work with state-level work that ODOT is leading to develop technical methods and guidance to support implementation of the Climate Friendly and Equitable Communities program. Metro and ODOT staff will engage practitioners and regional technical committees in this work following RTP adoption.	N	C
166	Rosenthal	Gerritt	Metro Councilor	Email	7/13/23	RTP Chapter 3			Y	Proposes adding a reference to Figure 3-11 indicating where the maps illustrated in the figure are located.	No change recommended. The purpose of Figure 3-11 is to illustrate how the different networks (e.g. freight, pedestrian, transit) are all on the same system of streets. The graphic is not intended to be a directory to the maps.	N	C
167	Rosenthal	Gerritt	Metro Councilor	Email	7/13/23	RTP Chapter 3			Y	Proposes enhancing Figure 3-13 by showing areas that are at capacity and showing mobility connections to outlying jurisdictions.	No change recommended. Figure 3-13 "Mobility corridors in the Portland metropolitan region" is a conceptual graphic illustrating the general location of the concept of mobility corridors. Mobility Corridor Strategies provided in the 2014 RTP Appendix 3 provides a summary of the 24 corridors, describing facilities, functions, land uses, and documenting transportation needs and strategies for addressing them. Updates to these strategies will be informed by the Regional Mobility Policy update described in Chapter 8. 2014 RTP Appendix 3 can be found at: https://www.oregonmetro.gov/sites/default/files/2014/08/20/2014%20RTP%20Appendix.pdf	N	C

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168	Rosenthal	Gerritt	Metro Councilor	Email	7/13/23	RTP Chapter 3			Y	Proposes adding clarification to 3.3.1 - Design Policies on how they can be adapted to corridor needs using different goals, e.g. throughways have different design goals than local streets; the policy statements are a bit over generalized - some of them (2 and 6) seem to state the obvious.	No change recommended. The policies are general to the extent that they apply to a variety of contexts. The introduction to this section includes the following language: "Metro's Designing Livable Streets and Trails Guide provides design guidance depending on the intended functions of the arterial or throughway, the land uses the facility serves and adopted policy. In the design guidance, consideration is given to various arterial designs, designs for freight, trails, pedestrians, bicyclists and transit and the link between street design and stormwater management. ²⁵ Design decisions, especially trade-offs in situations of limited road right-of-way, should use performance-based design and flexibility in design to achieve desired outcomes."	N	C
169	Rosenthal	Gerritt	Metro Councilor	Email	7/13/23	RTP Chapter 3			Y	States that Figures 3-21 and 3-22 are inappropriate to use as models and should be replaced by geographically driven sketches. These grid concepts contain valuable guidelines in terms of route spacing, but the Portland region, other than the near eastside, is strongly influenced by geographical barriers. The need to adapt within general parameters is not discussed. In particular, since our thoroughfares are often closely parallel to major arterials (e.g. I-5 and Barbur, I-5 and Interstate, 217 and Hall, I-205 and 82nd) and since physical barriers dictate the pattern, this subject deserves some discussion. Figure 3-24 is also inappropriate since it does not reflect our real geographical constraints.	No change recommended. The figures are intended to illustrate concepts and ideal application of policies. The concerns raised in the comment are addressed in Section 3.3.3.2 with the following language: "The regional motor vehicle network concept calls for one mile spacing of major arterial streets, with minor arterial streets or collector streets at half-mile spacing, recognizing that existing development, streams and other natural features may interfere with this spacing."	N	C
170	Rosenthal	Gerritt	Metro Councilor	Email	7/13/23	RTP Chapter 3			Y	Proposes updating Table 3-8 to be consistent with the concept of 2 tiers of throughways described in Table 3-5. Proposes that this is a standard that should be consistent throughout. might be adjusted to use the same terminology.	Amend as follows. Update Table 3-8 (Planned motor-vehicle network capacity) adding (Expressway and Non-Expressway) after Throughway. Review chapter for mentions of Throughway and update for consistency as appropriate.	Y	C
171	Rosenthal	Gerritt	Metro Councilor	Email	7/13/23	RTP Chapter 3			N	No change proposed. Comments that some of the Regional (Motor Vehicle) Network Policies are very useful, e.g. #8 and #4 but some of the others are very wordy and state the obvious, e.g. #1. Policy 9 is also obvious since the opposite makes little sense. Also, 50-word sentences, as in #10 should be avoided where possible	No change recommended.	N	C
172	Rosenthal	Gerritt	Metro Councilor	Email	7/13/23	RTP Chapter 3			N	No change proposed. Notes it is not clear the there is a discussion of the locations and impacts of actual congestion. For each "congestion" hot spot, a different set of solutions might apply as outlined in Table 3-9.	No change recommended. Chapters 4 and 7 of the RTP provides a discussion of throughway travel speed reliability performance, and a list and map of RTP throughways that do not meet mobility policy speed threshold are under development and will be added to Chapter 7 and Appendix J.	N	C
173	Rosenthal	Gerritt	Metro Councilor	Email	7/13/23	RTP Chapter 3			Y	Proposes adding transit policies to "make transit more efficient using all available technical options", and to "make transit a key element of GHG reduction strategies". Comments that the policies in 3.3.5.3 are somewhat broad and somewhat repetitive (e.g. 1,4,and 6). Perhaps it might be useful to identify key policies for each type of road or transit type, e.g. #5 applies primarily to bus, and #8 could identify the specific target destinations.	Amend as follows. Amend Transit Policy 3 as follows: <u>Meet state, regional, and local climate goals by</u> creating a transit system that encourages people to ride transit rather than drive alone and supports transitioning to a clean fleet that aspires for with net zero greenhouse gas emissions to meet state, regional, and local climate goals . Amend Policy 7 as follows: Make capital, technical and traffic operational treatments in key locations and/or corridors to improve transit speed, <u>efficiency</u> and reliability for frequent service.	Y	C

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174	Rosenthal	Gerritt	Metro Councilor	Email	7/13/23	RTP Chapter 3			Y	Comments on Regional Freight (3.3.6.2) are similar to other policy elements, i.e. we should be more specific where possible and avoiding redundancy. In particular, different policies or a different set of options apply to rail freight and vehicular freight, e.g. a policy to move rail-truck freight connections away from large residential centers or develop rail-freight connections that permit rapid and efficient transfers of goods, might be useful	No change recommended.	N	C
175	Rosenthal	Gerritt	Metro Councilor	Email	7/13/23	RTP Chapter 3			Y	It is notable that the rail network for the Tualatin-Sherwood-Wilsonville complex is not shown. There are two lines in this area that have impacts on other transportation corridors. The two rail lines in the Tualatin, Sherwood and Wilsonville area are shown on the Regional Freight Network map in Chapter 3.	No change recommended. Metro staff has no recommendation for the rail network in general. Metro staff recommends realigning the branch rail line on the Regional Freight Network map just north of Tualatin-Sherwood Road (parallel to Boones Ferry Road) so that it is more visible.	N	C
176	Rosenthal	Gerritt	Metro Councilor	Email	7/13/23	RTP Chapter 3			Y	Proposes introducing the concept of Regional Bicycle Parkway before it is shown in Figure 3-33, adding discussion of the interconnectivity of regional and local routes and specific policies on these connections (including multi use, jurisdictional, and safety elements) and updating Figure 3-33 with a wavy line icon for regional trail.	Amend as follows. Add a brief description of Regional Bicycle Parkways before the bullets under Section 3.3.8.1 Regional bicycle network concept. Add a bullet describing how regional and local bicycle routes and networks interconnect and connect to transit an other parts of the system and policy considerations including multi-jurisdictional, multi-use and safety. Update graphic, and other similar graphics in the Chapter, changing the icon for regional trail to a wavy line.	Y	C
177	Rosenthal	Gerritt	Metro Councilor	Email	7/13/23	RTP Chapter 3			N	No change proposed. Comment states that the pedestrian policies, while good, are not easy to measure and/or implement.	No change recommended.	N	C
178	Rosenthal	Gerritt	Metro Councilor	Email	7/13/23	RTP Chapter 3			Y	Proposes developing a companion document to Chapter 3 that abstracts the key elements of each subject area in a practical fashion so it can be a guide when evaluating specific project proposals.	No change recommended.	N	C
179	Sauvie	Nick	ROSE Communi	Online Comment Form	8/21/23	RTP Chapter 3			Y	Proposes that to achieve transportation and racial equity goals it is essential that our regional transportation plan effects meaningful reduction in vehicle miles traveled. Pricing tools should be used to reduce peak travel and reduce pollution, not to expand urban freeways.	Metro staff recommendation under development.	TBD	C
180	Sjulin	Jim	Community member	Email	8/25/2023	RTP Chapter 3			Y	Suggestions for alignments of Regional Trails to show in Regional Bicycle Network map (Fig 3-35) including: 1) Forest Grove to Gaston, 2)US 30 toward Scappoose and Sauvie Island, 3) Cathedral Park to Pier Park,4)N. Portland Rd near Columbia Slough, 5) Peninsula Canal Path, 6) Columbia Gorge Path, 7)Troutdale to Springwater Corridor, 8) Forest Park Connections, 9)NW Willamette Greenway, 10) Columbia Slough Path south of PDX, Columbia Slough Path in Gresham, I-5 Corridor near Heron Lakes and Delta Park.	Metro staff recommendation under development.	TBD	C

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181	Smith	Chris	No More Freeways	Letter	8/15/2023	RTP Chapter 3			Y	We are ecstatic to see the end of LOS, but question whether we have selected the right set of replacement measures. System completion is a useful measure for our transit and active transportation systems, but throughway vehicle throughput is likely to reinforce existing unproductive investment patterns. We are disappointed to see that there is no “people throughput” measure and especially that there is not a focus on accessibility to jobs, education and other sources of opportunity rather than simply on mobility. Accessibility measures would better reflect the combination of Metro’s planning responsibility for both land use and transportation.	Metro staff recommendation under development.	TBD	C
182	Smith	Chris	No More Freeways	Letter	8/15/2023	RTP Chapter 3			Y	Requests that Table 3-3 include mention of parking pricing.	Metro staff recommendation under development.	TBD	C
183	Smith	Chris	No More Freeways	Letter	8/15/2023	RTP Chapter 3			Y	Requests that the callout box include a strategy that could be used to offset the potential constitutional limitations on how revenues from roadway pricing might be used: swapping pricing revenues with Federal dollars - now often spent on uses allowed to the Highway Trust Fund - but allowed to be used much more flexibly. Such a swap could greatly advance transit and active transportation efforts.	Metro staff recommendation under development.	TBD	C
184	Snyder	Gregg	City of Hillsboro	Letter	8/25/2023	RTP Chapter 3			Y	Remove language in RTP Table 3-5 that says comprehensive plan amendments and local TSPs will need to comply with the VMT/Capita reduction targets.	Amend as requested. The RTP must comply with the VMT per capita reduction targets in the Transportation Planning Rule and the Metropolitan Greenhouse Gas Reduction Targets Rule.	Y	C
185	Snyder	Gregg	City of Hillsboro	Letter	8/25/2023	RTP Chapter 3			Y	Delay implementation of the new RTP mobility policy on VMT / Capita on local jurisdictional comprehensive plan amendments and Transportation System Plans until analysis methodologies have been clearly defined and vetted by practitioners including city and county staff	Amend Chapter 3 and Chapter 8 of the RTP to clarify that the timing of implementation of the mobility policy in local TSPs and local comprehensive plan amendments will be defined as part of the update to the Regional Transportation Functional Plan that is planned to occur in 2024-2025. Work with local and state agency partners and practitioners will continue concurrent with the Regional Transportation Functional Plan update and include development of analysis methodologies and guidance to support local implementation consistent with the Transportation Planning Rule.	Y	C
186	Thet	Min	African Youth Community Organization (AYCO)	Online Comment Form	8/22/23	RTP Chapter 3			N	Excellent service very good	No change recommended. No change proposed.	N	C
187	Treiger	Jacqui	Oregon Environmental Council	Letter	8/24/2023	RTP Chapter 3			N	Expressed appreciation for aligning 3.3.3.2 (Regional motor vehicle network policies) with new state-level regulations in Oregon. Requests that exceptions to these rules are granted only for projects on the rarest occasions and to address genuine safety concerns, demonstrated by data in places where human beings are being seriously injured or killed in traffic, and not including property damage such as fender benders.	No change recommended. No change proposed. Expressed support for draft policies.	TBD	C
188	Treiger	Jacqui	Oregon Environmental Council	Letter	8/24/2023	RTP Chapter 3			N	Supports the updated policies in Chapter 3 being passed as written in the draft. We particularly want to highlight 3.2.5 Pricing Policies, 3.2.6 Mobility Policies, and 3.3.3.2 Regional Motor Vehicle Network Policies.	No change recommended. No change proposed. Comment noted.	N	C

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189	Valentine	Dyami	Washington County Staff	Email	8/24/2023	RTP Chapter 3			Y	Pricing policy 3.2.5.1 does not include a stated purpose of revenue generation. It should be listed as a purpose consistent with HB 3055 and other legislative directive.	Metro staff recommendation under development.	TBD	C
190	Valentine	Dyami	Washington County Staff	Email	8/24/2023	RTP Chapter 3			N	Our community members consistently say they want connected communities served by complete streets that includes building new roads, bike paths, sidewalks, trails and other infrastructure that allows for safe and efficient travel options and equitable mobility. We need make sure the mobility policies are not inadvertently creating obstacles to building new complete connected communities.	No change recommended. No change proposed. Comment noted.	N	C
191	Williams	Matchu	SE Uplift Neighborhood Coalition	Letter	8/25/2023	RTP Chapter 3			Y	Requests that any funds generated from congestion pricing contribute to network completeness for all modes.	Metro staff recommendation under development.	TBD	C
192	Williams	Matchu	SE Uplift Neighborhood Coalition	Letter	8/25/2023	RTP Chapter 3			N	Supports the proposed policies on pricing, mobility, and network completeness proposed in the 2023 update.	No change recommended. No change proposed. Supports policies on pricing, mobility and network completeness.	N	C
193	Winter	Caleb	Metro Staff	Email	8/25/2023	RTP Chapter 3			Y	On behalf of TransPort and the regional TSMO Program, requests updating Chapter 3, Figure 3-38 (page 3-156. The attached routes represent additional needs for actively managing the transportation system with local and regional technologies. Additions to the system map were suggested at several stakeholder workshops held in May and June 2023: · Washington County and cities (John Fasana, Susie Serres, Mike McCarthy, Tina Nguyen), ODOT (Kate Freitag, Mike Burkart, Katie Bell, Scott Turnoy), Clackamas County, cities and Wilsonville SMART (Carl Olson, Dwight Brashear, Eric Loomis, Will Farley, Zach Weigel), Multnomah County, Portland and Gresham (Jim Gelhar, Rick Buen, Alison Tanaka, Bikram Raghubansh), Transit and mobility services with TriMet (A.J. O'Connor, Grant O'Connell). They were discussed at the July 12, 2023 TPAC Workshop and at TransPort, Aug. 9, 2023	Amend as requested.	Y	C
194			ODOT Region 1	Online Comment Form	8/8/2023	RTP Chapter 3			Y	Amend as follows: "Create a transit system that that encourages people to ride transit"	Amend as requested.	Y	C
195			ODOT Region 1	Online Comment Form	8/8/2023	RTP Chapter 3			Y	Amend as follows: "Make transit is-affordable, especially for people with low incomes."	Amend as requested.	Y	C
196			ODOT Region 1	Online Comment Form	8/8/2023	RTP Chapter 3			Y	In paragraph 2, a spelling correction is needed in the second sentence to change "15 minutes intervals" to "15-minute intervals".	Amend as requested.	Y	C

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197			ODOT Region 1	Online Comment Form	8/8/2023	RTP Chapter 3			Y	In paragraph 3, name the specific appendix item or items that summarize the 24 Mobility corridors referenced, or correct statement if incorrect.	Amend as follows. The Mobility Corridor Strategies provided can be found in the Appendix of the 2014 RTP, <u>which</u> provides a summary of the 24 corridors, describing facilities, functions, land uses, and documenting transportation needs and strategies for addressing them. Updates to these strategies will be informed by the Regional Mobility Policy update described in Chapter 8.	Y	C
198			ODOT Region 1	Online Comment Form	8/8/2023	RTP Chapter 3			Y	Proposes moving the Motor Vehicle Functional Classification column to the third column in Table 3-6, adjacent to the Design Classifications column to more clearly show the relationship between the two categories.	No change recommended. Table 3-6 is taken from the Designing Livable Streets and Trails guide; while the comment is reasonable, keeping the table the same in both documents is desirable.	N	C
199			ODOT Region 1	Online Comment Form	8/8/2023	RTP Chapter 3			Y	Proposes to clarify that freeways and highways are "Throughways" to communicate that the Region's Throughways are intended for longer distance travel, not local trips.	Amend as requested.	Y	C
200			ODOT Region 1	Online Comment Form	8/8/2023	RTP Chapter 3			Y	Proposes that when figure 3-20 is added, identify both design classifications and functional classification if possible.	No change recommended. It would be challenging to make a static Design Classification map readable with the addition of the functional classifications. Interactive, on-line maps will be provided to allow users to select and view functional classification and design classification.	N	C
201			ODOT Region 1	Online Comment Form	8/8/2023	RTP Chapter 3			Y	Transit Policy 1, ODOT recommends mentioning increasing safety and security (and safety team) as an action to be taken to increase ridership.	Amend as follows. Expand the last paragraph under Transit Policy 1 on page 3-110 to include more detail on needs and actions to address personal security and safety issues on transit.	Y	C
202			ODOT Region 1	Online Comment Form	8/8/2023	RTP Chapter 3			Y	Table 3-2, ODOT recommends aligning similar or identical investment strategies and adding new strategies to the end of the lists. ODOT specifically recommends separating "Bottlenecks" and "System Connectivity" into separate investment strategies.	Amend as requested.	Y	C
203			ODOT Region 1	Online Comment Form	8/8/2023	RTP Chapter 3			Y	In Emerging Technology Policy 4 add language to emphasize the need for emerging technology to improve safety for users of the transportation system. For instance, call out the need/opportunity for CVs/AVs to improve safe operations, TNC companies to improve the safety of drivers and users of their services, and/or the relationship between third party traveler information providers and the use of neighborhood streets during peak period congestion.	No change recommended. The intent for technology to make the system safer is captured in the overarching principles in the policy section: "Emerging technology should reduce the risk of crashes for everyone and protect users from data breaches and cyber attacks." We do not have the data to make definitive declarations on whether individual technologies make things safer or not or on the extent of the issues noted in the comment.	Y	C
204	DeSilva	Micah	Cascade Policy Institute	Public hearing testimony	7/27/2023	RTP Chapter 3, Appendix J			N	Expressed concern with climate, pricing mobility policies and measures being used in the RTP. Commented that VMT/capita to approximate GHGs is an outdated policy because electric vehicles are growing share of vehicles on system. Other comments includes using VMT to reduce congestion is flawed, reducing VMT doesn't provide affordable options, congestion affects equity focus areas more due to air pollution. Expressed concern about use of pricing a tool and the burden on low income housing. Transit is not a suitable substitute. Commented that VMT/capita should not be a replacement for measuring congestion using the volume to capacity ratio.	No change proposed. Comments noted.	N	C

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205	Iannarone	Sarah	The Street Trust	Public hearing testimony	7/27/2023	RTP Chapter 3, Chapter 8			Y	Expressed support for RTP policies and desire to carry forward voices from community. Community priorities heard during engagement by The Street Trust are safe streets and equitable transportation. Noted that the RTP sits at the intersection of 3 crises – climate, safety and inequities. Projects In plan should be held to policies. Encouraged deeper engagement with community over time and commitment to advance safety and equity goals through implementation. The RTP is a binding commitment to the community. Proposed Chapter 8 future work for deeper engagement of community that is ongoing.	Metro staff recommendation under development.	TBD	C
206	Treiger	Jacqui	Oregon Environmental Council	Public hearing testimony	7/27/2023	RTP Chapter 3, Climate			N	No change proposed. Expressed support for the policies in the RTP and emphasis on equity. Comment that previous RTP implementation has not met climate and VMT goals, and the need to support electrification of the fleet and reduce VMT.	No change proposed. Comments noted.	N	C
207	Valentine	Dyami	Washington County Staff	Email	8/24/2023	RTP Chapter 3, Glossary		Any project with auxiliary lanes	Y	Requests amending the RTP to reflect the OHP definition and specifically striking the definition that an auxiliary lane adds capacity. Expresses support for carrying forward any major projects with assumed auxiliary lanes from previous RTPs (i.e. Nyberg braided ramps, etc.)	No change recommended.	N	C
208	Edgar	Paul	Oregon City	Email	8/19/2023	RTP Chapter 3; HCT Strategy			N	Requests that TriMet revise how public transport is provided, including coverage, access and efficiency, to address declining ridership due to a variety of reasons.	No change recommended. No change proposed.	TBD	C
209	Boyd	Allison	Multnomah County	Letter	8/25/2023	RTP Chapter 4			Y	Expresses concern that the RTP performance measures do not provide a meaningful way measure equity goals and disproportionate impacts from by traffic crashes and health outcomes. Requests that metrics focused on access to middle-income jobs be included in monitoring and evaluation to sharpen the equity analysis and better inform how the transportation system addresses growing wage inequality.	No change recommended. As discussed in Appendix M (page 39), Metro reviewed initial results for access to low- and middle-wage jobs, as well as to community places identified as priorities by members of marginalized communities, and found that the results for these metrics was the same as for access to all jobs, which suggests that the distribution of low- and middle-wage jobs across the region is similar to the distribution of all jobs. Metro therefore chose not to report access to jobs by wage level in the RTP in order to streamline performance measure results.	N	C
210	Cortright	Joseph	City Observatory	Email	8/25/2023	RTP Chapter 4			Y	Notes that observed data on GHG emissions shows that regional emissions have been increasing, contrary to the projected decrease in GHG emissions forecasted in the RTP. Requests that the RTP acknowledge that current trends in GHG emissions do not align with forecasted GHG reductions.	Amend as requested. Under the Climate section, add data on recent trends in GHG emissions from sources such as DART (cited in the comment), and discuss the potential impact of these trends on RTP climate goals.	Y	C
211	Johnson	Dan	Clackamas County Department of Transportation and Development	Letter	8/14/2023	RTP Chapter 4			Y	Regionally VMT per capita has been steady, even declining (Fig 4.31). But this will look different in various geographies (Figure 4.32). There is a statement in the draft RTP on pages 4-59 and 4-60 that the draft RTP "...demonstrates the impact of sound land use planning and diverse travel options on VMT per capita." We do not agree that this is true and request that this sentence be deleted.	No change recommended. The influence of land use and travel options on VMT per capita is not only visible in the regional data provided in Figure 4.32, but also in the copius research describing the relationship documenting the impact of land use and travel options on VMT per capita. For a review of this research, see the California Air Resources Board's site summarizing the Research of Effects of Transportation and Land Use-Related Policies (https://ww2.arb.ca.gov/our-work/programs/sustainable-communities-program/research-effects-transportation-and-land-use).	N	C

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212	O'Brien	Tara	TriMet	Email	8/23/2023	RTP Chapter 4			Y	Bottom of first paragraph. Please add a sentence to clarify that much of this network redesign is already underway. The transit network has already gone through significant redesign through the Forward Together revised network concept and the planning for the future network will be reworked by TriMet and with community and jurisdictional partners as Forward Together 2.0 is completed over the next year.	Amend as requested. Change the beginning of the second paragraph of the System Completeness section (p. 4-7) as follows: "Table 4.2 below summarizes the completeness of different regional modal networks, using the planned networks developed during the 2018 RTP. <u>This is an initial analysis, conducted at the outset of the RTP process, to identify network gaps and issues that many transportation agencies sought to address through the investments described in Chapter 6 of the RTP. Chapter 7 contains an updated analysis of system completeness that describes how these investments, in combination with the existing network, make progress toward completing the planned networks included in the 2023 RTP.</u> " The issues identified in this comment are not unique to transit agencies or the transit network; many transportation agencies are making progress in filling the gaps identified in Chapter 4, and the updated analysis in Chapter 7 reflects that progress across all modal networks. The proposed amendment therefore reflects that agencies are making progress on all modal networks, not just the transit network.	Y	C
213	O'Brien	Tara	TriMet	Email	8/23/2023	RTP Chapter 4			Y	We would like to see the Access to Transit and to destinations (spelled wrong in document) more clearly identify that there are many significant updates to the transit network underway since this analysis was completed, and how the gaps (green lines) are in the financially constrained list but not yet implemented, and include language about how reasonably expected funding is not available to expand service to the degree the RTP envisions. Many of the lines categorized as "Gap in Regional Transit Network (Financially-Constrained)" are planned for improvements with Forward Together - Line 87, 77, 52, to name a few examples. Also, suggest being more clear that the reason for gaps in completion of the transit network is the need for more operating revenue for TriMet and other transit agencies.	Amend as requested. Change heading on p. 4-34 to read "Access to transit and destinations destinations." See response to comment 184 for recommended changes re: describing agency progress in filling gaps identified in chapter 4.	Y	C
214	O'Brien	Tara	TriMet	Email	8/23/2023	RTP Chapter 4			Y	The description of Figure 4.9 describes "current" frequent transit service but I think it is referring to the 2040 constrained transit network from the 2018 RTP? If so this should be clarified because the layer showing "2040 financially constrained frequent transit" is inconsistent with the TriMet-provided TNETs or "current" transit service. For example, it shows frequent service in the Cedar Mill/Bethany area and to Sherwood - neither of these were included.	Amend as requested: "Figure 4.9 below highlights communities that have the densities necessary to support frequent transit (orange) and compares their location with <u>current 2020</u> frequent transit service."	Y	C
215	Rosenthal	Gerritt	Metro Councilor	Email	7/18/23	RTP Chapter 4			Y	Proposes making changes to Chapter 4 figures to increase legibility of figures. Notes that many figures, especially gap maps (figures 4.3 thru 4.6 plus 4.19), are "very busy with many difficult to distinguish color keys. Suggests that gap maps be full-page figures and potentially split for the east/west sides of the region.	No change recommended. Metro will review the final RTP document for accessibility before publishing it. Metro works to ensure that all RTP figures are high-enough resolution to be legible when readers zoom in while reading the digital version of the document.	N	C

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216	Rosenthal	Gerritt	Metro Councilor	Email	7/18/23	RTP Chapter 4			Y	Proposes changes to Purpose section (p 4-1) to strike mention of "world-class" from the first paragraph and add discussion of seismic vulnerability and geographic barriers to the third paragraph.	Amend as requested. First paragraph: The greater Portland region is an extraordinary place to call home. It is known for its unique communities, a diverse and growing economy and a world-class-well-connected transportation system. Third paragraph: And even the best-laid plans couldn't have anticipated the impact of the COVID-19 pandemic, which dramatically reshaped how people travel and continues to affect the region even as the public health emergency recedes. <i>These changes add to the some of the challenges already posed by the region's geographic setting, which include river crossings, topography, and vulnerability to earthquakes, wildfires, and other natural disasters.</i>	Y	C
217	Rosenthal	Gerritt	Metro Councilor	Email	7/18/23	RTP Chapter 4			Y	Proposes reordering subsections in chapter 4 so that Economy comes before Mobility.	No change recommended. Since the RTP is a transportation plan, there is a lot of content related to mobility, and this content is often important to understanding analyses of other goals that build on mobility analyses. Metro staff are also seeking to maintain consistency among relevant RTP chapters, and chapters 3 and 7 also discuss Mobility first.	N	C
218	Rosenthal	Gerritt	Metro Councilor	Email	7/18/23	RTP Chapter 4			Y	Proposes including future projections of travel demand by mode / facility that account for the range of potential impacts from the COVID pandemic.	No change recommended. The Emerging Trends Study that accompanies the RTP includes the requested information. The RTP is required to include travel demand projections from a travel demand model based on the best information currently available, and these projections are the focus of the RTP document.	N	C
219	Rosenthal	Gerritt	Metro Councilor	Email	7/18/23	RTP Chapter 4			Y	Proposes clarifying definition of "throughway" used in 4.1.	No change recommended. To ensure consistency, key terms, including throughways, are defined in the RTP glossary.	N	C
220	Rosenthal	Gerritt	Metro Councilor	Email	7/18/23	RTP Chapter 4			Y	Proposes increasing the legibility of Figure 4.2.	Amend as requested. See also response to Comment 186 regarding the general legibility of figures in this chapter.	N	C
221	Rosenthal	Gerritt	Metro Councilor	Email	7/18/23	RTP Chapter 4			Y	Proposes showing all footnotes for Table 4.2.	No change recommended. The footnotes for Table 4.2 appear to be showing correctly. The response to Comment 187 addresses the comment regarding the region's "world-class" transportation system.	N	C
222	Rosenthal	Gerritt	Metro Councilor	Email	7/18/23	RTP Chapter 4			Y	Proposes further prioritizing and distinguishing the gaps identified in figures 4.3-4.6 and 4.19.	No change recommended. The RTP takes a high-level approach to identifying gaps in order to encourage further analysis and planning for these areas. Prioritization of investments occurs in coordination with partner agencies through modal plans such as the High-Capacity Transit Strategy that accompanies the RTP. This comment will be further considered as part of the 2028 RTP update.	N	C
223	Rosenthal	Gerritt	Metro Councilor	Email	7/18/23	RTP Chapter 4			Y	Proposes further distinguishing facilities and increasing legibility of figure 4.7.	No change recommended. Figure 4.7 distinguishes between the type of facilities discussed and is identical to Figure 3.23 in Chapter 3.	N	C

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224	Rosenthal	Gerritt	Metro Councilor	Email	7/18/23	RTP Chapter 4			Y	Proposes including additional analysis of EFAs relative to transit, bicycle and pedestrian service and facilities, as well as crash locations. Proposes examining these issues on a per population basis as well as an absolute basis, and breaking equity analysis into subareas representing the east and west areas of the region.	No change recommended. Much of the requested information is already in the RTP: Figure 4.3 and 4.21 shows the location of gaps in the frequent and regular transit system relative to EFAs, Figure 4.22 shows transit frequency relative to EFAs and population density, and Figure 4.24 compares the completion of bike/ped infrastructure for EFAs and non-EFAs. These gaps are all identified by local governments considering factors including population density, and the Census tracts that are used as the basis for defining EFAs effectively control for population density because they are drawn to include a certain number of people. The RTP uses a limited number of sub-regional geographies for consistency and strives to use geographies that align with jurisdictional boundaries; no other analyses in the RTP break down results between the east vs. west side of the region given that many jurisdictions span the Willamette River. Opportunities to improve upon and expand the RTP equity analysis will be considered as part of the 2028 RTP update.	N	C
225	Rosenthal	Gerritt	Metro Councilor	Email	7/18/23	RTP Chapter 4			Y	Proposes clarifying whether scooters are considered motor vehicles and adding analysis of rising crashes in Multnomah County and declining serious crash rates for bicycles.	No change recommended. The Motorcycle entry in the RTP glossary clarifies that scooters are motor vehicles. Additional data and analyses are necessary to answer the other questions posed in the comment. Multnomah County recently published an analysis of crash rates and causes within the county (https://www.multco.us/file/133071/download), and additional analysis will be part of the Safe Streets for All Grant discussed in Chapter 8. This comment will be considered when the Regional State of Transportation Safety Report is updated. A timeframe for the next update has not been determined.	N	C
226	Rosenthal	Gerritt	Metro Councilor	Email	7/18/23	RTP Chapter 4			N	No change proposed. Notes that roundabouts could be considered as a response to high injury corridors.	No change recommended. Roundabouts are included as safety countermeasures that are recommended in the Regional Transportation Safety Strategy, and are considered by project sponsors in more detailed planning and project development phases.	N	C
227	Rosenthal	Gerritt	Metro Councilor	Email	7/18/23	RTP Chapter 4			Y	Proposes adding information and analysis to Figure 4.13 and the associated discussion to examine the extent to which past restorative actions have addressed inequities.	No change recommended. The equity policies in chapter 3 direct Metro to prioritize input from members of marginalized communities in identifying and addressing equity issues. As discussed throughout the RTP, this input has emphasized that disparities in the transportation still exist, particularly when it comes to safe bicycle/pedestrian facilities and access to transit. Further analysis as proposed in the comment will be considered as part of scoping the work plan for the 2028 RTP update.	N	C
228	Rosenthal	Gerritt	Metro Councilor	Email	7/18/23	RTP Chapter 4			N	No change proposed. The comment notes patterns in the distribution of transit service across the region.	No change recommended. This comment will be considered for the 2028 RTP update.	N	C
229	Rosenthal	Gerritt	Metro Councilor	Email	7/18/23	RTP Chapter 4			Y	Proposes adding citations to supporting research to the following sentence describing differences in common travel times between automobile and transit: "This analysis uses a 45-minute travel time to measure transit access and 30-minute travel times to measure automobile access"	No change recommended: as noted in footnote 12, the travel times used "were recommended by the 2018 Transportation Equity Working Group to account for the fact that transit trips are typically longer than automobile trips." Different regions use different time thresholds for different modes based on their geography and their transportation networks; the working group reviewed multiple different accessibility measures and felt that the 30-minute threshold used for driving and the 45-minute threshold used for transit best represent typical travel times in the Portland region.	N	C

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230	Rosenthal	Gerritt	Metro Councilor	Email	7/18/23	RTP Chapter 4			N	No change proposed. Notes that Table 4.5 implies that transit and driving access are distributed equitably between EFAs and non-EFAs.	No change recommended. Table 4.5 (which is in the Mobility subsection) does not break out accessibility results between EFAs and non-EFAs. This information is in Figure 4.23 in the Equity subsection.	N	C
231	Rosenthal	Gerritt	Metro Councilor	Email	7/18/23	RTP Chapter 4			N	Proposes adding discussion of impacts of commutes from outside the region into Portland on surrounding communities.	No change recommended. The RTP is by statute limited in its scope to the Metropolitan Planning Area Boundary.	N	C
232	Rosenthal	Gerritt	Metro Councilor	Email	7/18/23	RTP Chapter 4			Y	Proposes adding a conclusion summarizing key findings	Amend as requested. In addition, a summary of key findings is already available in the executive summary that is included as part of the RTP.	Y	C
233	Rosenthal	Gerritt	Metro Councilor	Email	7/18/23	RTP Chapter 4			N	No change proposed. Notes the lack of discussion regarding additional safety data collection.	No change recommended. The need for additional safety data and analysis (as well as a plan to address that need is discussed in Chapter 8 under the Regional Safe Streets for All program.	N	C
234	Smith	Chris	No More Freeways	Letter	8/15/2023	RTP Chapter 4			Y	Notes the safety failure of the RTP. Requests that Metro pursue the alarming trends in vehicle size and weight.	Metro staff recommendation under development.	TBD	C
235			ODOT Region 1	Online Comment Form	8/8/2023	RTP Chapter 4			Y	Footnote 6: What Table 4 is this referring to?	Amend footnote 6 as follows: "Table 4.2 focuses on the on-street bike/ped network."	Y	C
236			ODOT Region 1	Online Comment Form	8/8/2023	RTP Chapter 4			Y	Footnote 7: Which Figure 19?	Amend as follows: remove footnote 7. The footnote is no longer relevant since the figure referred to in the footnote was removed prior to publication of the public review draft RTP.	Y	C
237			ODOT Region 1	Online Comment Form	8/8/2023	RTP Chapter 4			Y	In VMT per capita, amended text to read "Vehicle miles traveled (VMT) per capita measures how much the average person in the Portland region drives each day."	Amend as follows: "Vehicle miles traveled (VMT) per capita measures <u>how</u> much the average person in the Portland region drives each day."	Y	C
238			ODOT Region 1	Online Comment Form	8/8/2023	RTP Chapter 4			Y	Footnote 11: Which Figure 25 is this referring to?	Amend Footnote 11 as follows: "The High Capacity Transit and Regional Transit Strategies specify a threshold of 5 households or 15 jobs per acre for communities served by frequent transit. In order to map both jobs and housing at the same scale, Figure 25-4.9 combines jobs and housing into a single measure of activity density (jobs plus residents per acre) and uses a threshold of 12.5 jobs and/or residents per acre to identify communities that support frequent transit."	Y	C
239			ODOT Region 1	Online Comment Form	8/8/2023	RTP Chapter 4			Y	It doesn't seem like the Table 4.3 is showing data "by community type".	Amend Table 4.3 caption as follows: "Table 4.3: Percent of jobs accessible by driving and by transit; by community type and time of day, 2020 (Metro travel model and land use data)"	Y	C
240			ODOT Region 1	Online Comment Form	8/8/2023	RTP Chapter 4			Y	Include a legend detailing the icons at the bottom of figure 4.19.	Amend Figure 4.19 to remove icons.	Y	C

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241			ODOT Region 1	Online Comment Form	8/8/2023	RTP Chapter 4			Y	So much of the information provided is focused on where the EFA populations live. It would be helpful to also have more information about how their origins and destinations relate to each other (which links they use most often). This could be analyzed with the Metro model. If the Metro model were analyzed in Visum then "flow bundles" could be developed for all of the EFA areas to see which links the EFA populations travel on. Something similar could be completed with Emme. This could inform investment priorities. Perhaps this analysis has already been completed and is in Appendix C or elsewhere.	No change recommended. Metro's travel model, which is the primary analytical tool used to analyze travel patterns in the RTP, is not detailed enough to meaningfully distinguish destinations frequented by EFA residents from destinations frequented by other populations.	N	C
242			ODOT Region 1	Online Comment Form	8/8/2023	RTP Chapter 4			Y	Footnote 31: specify year for 7/13 meeting packet. Looks like it was 2022.	Amend footnote 31 as follows: "See the Needs Assessment memo that was shared with TPAC as part of the July 13, <u>2022</u> meeting packet (beginning p. 14) for further discussion of how and why Equity Focus Areas changed as they were updated."	Y	C
243			ODOT Region 1	Online Comment Form	8/8/2023	RTP Chapter 4			Y	In the "Access to transit and to destinations" section, paragraph one, should this say "previous section on Mobility"? The Mobility section was earlier in the report.	Amend as follows: "Figure 4.21, which is discussed in more detail in the <u>following</u> previous section on Mobility.	Y	C
244			ODOT Region 1	Online Comment Form	8/8/2023	RTP Chapter 4			Y	Footnote 35: Wrong figure # cited.	Amend as follows: "The High Capacity Transit and Regional Transit Strategies specify a threshold of 5 households or 15 jobs per acre for communities served by frequent transit. In order to map both jobs and housing at the same scale, Figure 25 4.21 combines jobs and housing into a single measure of activity density (jobs plus residents per acre) and uses a threshold of 12.5 jobs and/or residents per acre to identify communities that support frequent transit. The average household in the region includes 2.5 people, so 5 households per acre is equivalent to 12.5 residents per acre."	Y	C
245			ODOT Region 1	Online Comment Form	8/8/2023	RTP Chapter 4			Y	In paragraph 1: How can it be "double" or "nearly double"? Suggest this text be updated to say "nearly double."	Amend as follows: Normalizing by population, Black, American Indian and Alaska Native people experience double or nearly <u>roughly</u> double the number of traffic fatalities that other groups experience.	Y	C
246			ODOT Region 1	Online Comment Form	8/8/2023	RTP Chapter 4			Y	Chapter 4, Page 4, In paragraph 1: Can 1-2 sentences be added about the causes of racial and other disparities?	No change recommended. Further analysis of the causes behind racial and other disparities in crash rates noted in the RTP will be the subject of follow-up work under the Regional Safe Streets for All grant described in Chapter 8. Multnomah County recently published an analysis of racial disparities within the county (https://www.multco.us/file/133071/download).	N	C
247			ODOT Region 1	Online Comment Form	8/8/2023	RTP Chapter 4			Y	The Metro Model should not be the reference for this. The data came from somewhere else before it came from the Metro Model.	No change recommended. Staff assume that this comment refers to Figure 4.25, which is the only figure on page 41. That figure cites ODOT crash data, analyzed by Metro staff.	N	C
248			ODOT Region 1	Online Comment Form	8/8/2023	RTP Chapter 4			Y	Please clarify this sentence: "These recent low unemployment rates are particularly remarkable since they are happening at a time when regional participation in the labor force is increasing, which normally causes unemployment to rise." Does increased regional participation in the labor force normally cause unemployment to rise?	Amend as follows: These recent low unemployment rates are particularly remarkable since they are happening at a time when regional participation in the labor force is increasing, which normally causes unemployment to rise <u>because more people are actively looking for work, and people who are not looking for work are not counted as 'unemployed.'</u> "	Y	C
249			ODOT Region 1	Online Comment Form	8/8/2023	RTP Chapter 4			Y	In footnote 41, the Metro Model is not an appropriate source for this data. It came from somewhere else before the Metro model.	Amend footnote as follows: " Metro Regional Travel Model Metro 2045 Distributed Growth Forecast (https://www.oregonmetro.gov/2045-distributed-forecast)"	Y	C

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250			ODOT Region 1	Online Comment Form	8/8/2023	RTP Chapter 4			Y	VMT section mixes CFEC/Target Rule "household based" (odometer-like, VisionEval, green line in Chart 4.35) with "on road" VMT per capita (HPMS, dark/light blue line). While these two definitions are roughly equal at a statewide, and possibly regional level, these metrics are likely to be very different at a jurisdiction level, as shown in Fig 4.36. Suggest adding footnote to note the different definitions, so the charts are sourced/used correctly.	Amend text prior to figure 4.35 as follows: "Figure 4.35 below shows historical trends in VMT per capita between 1990 and 2020 for both the U.S. and the greater Portland region and compares them to the regional VMT per capita targets. The data in this chart comes from two different sources - historical VMT per capita comes from observed data, whereas targets are based on projections - and it is not appropriate to compare these two different sources in detail, but showing them side-by-side illustrates how the VMT per capita reductions called for in regional targets compare to the region's track record of reducing VMT per capita."	Y	C
251			ODOT Region 1	Online Comment Form	8/8/2023	RTP Chapter 4			Y	What % of road trips in the region are truck trips? That would be helpful context to provide here to help us understand the relative important of the freight road network.	Amend as follows: "With its location on Interstate 5, the West Coast artery of the Interstate Highway System, the greater Portland region is ideally situated to move freight by truck, and on an average weekday freight accounts for roughly 12 percent of the vehicle trips in the region."	Y	C
252			ODOT Region 1	Online Comment Form	8/8/2023	RTP Chapter 4			Y	In the "Impacts of the COVID-19 pandemic on travel" section, paragraph two, amend the last sentence to read "2020 is the base year for the 2023 RTP update, and is often the most recent year for which data are available."	Amend as requested.	Y	C
253			ODOT Region 1	Online Comment Form	8/8/2023	RTP Chapter 4			Y	Spell out EFA, it isn't spelled out till page 30.	Amend as requested. EFA refers to Equity Focus Areas.	Y	C
254			ODOT Region 1	Online Comment Form	8/8/2023	RTP Chapter 4			Y	Replace the term stakeholder throughout the RTP. ODOT has an initiative to remove the term "stakeholder" from documents due to the history of the term. ODOT suggests Metro do so as well.	Amend as follows. As part of Metro staff's final copy edit of the RTP, we will replace instances of stakeholder, where feasible. Metro's style guide directs staff to be specific and avoid generalizations when referring to people and groups of people, which aligns with the move away from using stakeholders.	Y	C
255	Johnson	Dan	Clackamas County Department of Transportation and Development	Letter	8/14/2023	RTP Chapter 4 and Appendix J			Y	There is no discussion in the Draft 2023 RTP about the importance of electrification of the vehicle fleet and the benefits that will result. It would be helpful to articulate the impact of transitioning all of the vehicles to EV with the expectation that VMT will grow at the same rate as anticipated throughout the other sections of the draft 2023 RTP. We understand that the focus for the Climate Smart strategy is for strategies that benefit the climate by reducing VMT. However, many experts believe that rapid public adoption of electric vehicles could result in a vehicle fleet with 50% electric vehicles by 2035.	Metro staff recommendation under development.	TBD	C
256	Boyd	Allison	Multnomah County	Letter	8/25/2023	RTP Chapter 4 and RTP Chapter 8			Y	Suggests adding a project to Chapter 8, or more information in Section 8.4.5.3 on Performance monitoring measures and targets, that would focus on improvements for the next RTP update process. We would like to see work that includes earlier inclusive engagement and identifying measures that better evaluate if the RTP is addressing needs expressed by equity community members.	Metro staff recommendation under development. In response to concerns about project investment mix, Metro staff has suggested the work described in this comment as a potential recommended action - serving as as a starting point for discussion by JPACT,MPAC and Metro Council this Fall.	TBD	C

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257	Doane	Mick	Community member	Online Comment Form	7/14/2023	RTP Chapter 5			N	No change recommended. Requested the 2023 RTP support building more lanes and roads.	No change recommended. Comment noted. Transit capital, operations and maintenance makes up around 44% of the 2045 Financially Constrained investment strategy for the 2023 RTP. While the share of transit riders is expected to be closer to 5% by 2045, these improvements do lead to an increase in projected ridership of over 30%. Additionally, these investments are a key part of the region's Climate Smart Strategy for meeting targets for reducing vehicle miles traveled to reduce greenhouse gas emissions and roadway congestion. At the same time, the 2023 RTP includes about \$19 billion in new roadway capacity. When including operations and maintenance and the Interstate Bridge replacement project (which is also a multimodal investment), about 51% of the 2045 Financially Constrained investment strategy is allocated for roadway improvements for people who drive.	N	C
258	O'Brien	Tara	TriMet	Email	8/23/2023	RTP Chapter 5			Y	Asks if Capital Investment Grants are missing and suggests adding them.	Metro staff recommendation under development.	TBD	C
259			ODOT Region 1	Online Comment Form	8/8/2023	RTP Chapter 5			Y	Suggests noting road usage charges as another potential source of funding revenues.	Amend as requested.	Y	C
260			ODOT Region 1	Online Comment Form	8/8/2023	RTP Chapter 5			Y	Suggests noting that state legislative action will be required to allow for some of the new transportation revenue sources.	Amend as requested.	Y	C
261			ODOT Region 1	Online Comment Form	8/8/2023	RTP Chapter 5			Y	Suggests adding "new economic development trends" to the bullet list of challenges.	Amend as requested.	Y	C
262			ODOT Region 1	Online Comment Form	8/8/2023	RTP Chapter 5			Y	In the last sentence of paragraph 2, replace "developing a feasible plan for achieving Metro's six desired outcomes for the region" and replace with "developing a feasible plan for achieving the RTP goals." It is unclear what the 6 goals are. Assuming these are the 5 RTP goals, they are the region's goals, not just Metro's.	No change recommended. The six desired outcomes for the region were adopted by the Metro Council in 2008, at the recommendation of the Metro Policy Advisory Committee. The RTP supports achievement of those six outcomes and the five RTP goals.	N	C
263			ODOT Region 1	Online Comment Form	8/8/2023	RTP Chapter 5			Y	Suggests retitling Table 5.6 "Non-transit Revenue Forecast Compared to Total Costs, 2023 - 2045 (YOES\$).	No change recommended.	N	C

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264	Ford	Chris	ODOT Region 1	Letter	8/4/23	RTP Chapter 6			Y	Requests Revising the description on pages 6-18 to 6-19, "ODOT Projects" to read, "Figure 6.7 shows the cost of RTP investments submitted by ODOT broken down by investment category. The I-5 IBR Program comprises nearly half of ODOT's \$12.61 billion constrained project list with less than 1% being allocated towards walking and biking. While ODOT's constrained list includes mostly roadway projects, these are often multi-modal in nature and incorporate active transportation features that are part of a complete multi-modal roadway system. In addition, over \$1.2 billion of ODOT's investments are in non-capacity safety and operations projects, many of which will provide active transportation improvements in priority locations: the 24-27 STIP includes \$165 million in ADA ramps and another \$24 million in active transportation specific projects within Region 1, plus additional active transportation investments on many other projects. Nearly half of ODOT's \$12.61 billion constrained project list is comprised of the I-5 IBR Program, which includes a light rail high-capacity transit element and over \$100 million dollars of accompanying bike and pedestrian access investments. See Section 6.3.14 for more information on region-wide road operations, maintenance and preservation costs."	Amend as requested.	Y	C
265	O'Brien	Tara	TriMet	Email	8/23/2023	RTP Chapter 6			Y	Table 6.13: TriMet's submitted project list for transit operations and maintenance shows \$5.7B in the 2023-2030 timeframe, and \$16.7B in the 2031-2045 timeframe. The numbers in this table are much higher than that and it seems unlikely that SMART and streetcar would make up the rest.	Metro staff recommendation under development.	TBD	C
266	O'Brien	Tara	TriMet	Email	8/23/2023	RTP Chapter 6			Y	Table 6.5 - Daily Revenue hours are higher than TriMet's estimates for both the near-term and the long-term.	Metro staff recommendation under development.	TBD	C
267	O'Brien	Tara	TriMet	Email	8/23/2023	RTP Chapter 6			Y	Figure 6.4: Total cost of TriMet operations and TriMet Operating Capital - Maintenance (Phases 1 and 2) projects are \$22.4B; this seems like more than the 40% reported out in Figure 6.4	Metro staff recommendation under development.	TBD	C
268	O'Brien	Tara	TriMet	Email	8/23/2023	RTP Chapter 6			Y	Figure 6.28 needs to show TriMet's 4 Bus Garages on this map (which are all RTP projects). These all have ZEB in the title and are critical to climate pollution reduction of our fleet.	Amend as requested.	Y	C
269	O'Brien	Tara	TriMet	Email	8/23/2023	RTP Chapter 6			Y	Requests that inaccuracies in Figure 6.18 (map) be fixed: Map does not show the Line 52 185th as frequent bus. Map does not show the Line 72 Killingsworth as frequent bus	Amend as requested.	Y	C

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270	Stainback	Grace	Metro Staff	Letter	8/10/2023	RTP Chapter 6			Y	Revise Chapter 6, Section 6.3.9 Transportation demand management projects to read as follows: "Public awareness, education and travel options programs are cost-effective ways to improve the efficiency of the existing transportation system through increased use of travel options such as walking, biking, carpooling, vanpooling and taking transit. Local, regional and state agencies all have responsibilities for developing and delivering these programs. They work together with businesses and non-profit organizations to implement programs in coordination with other capital investments. Metro coordinates partners' efforts, sets strategic direction, evaluates outcomes and manages grant funding through the Regional Travel Options (RTO) Program. "	Amend as requested.	Y	C
271	Stainback	Grace	Metro Staff	Letter	8/10/2023	RTP Chapter 6			Y	Revise Section 6.3.9 to replace the existing bullets with the following summary of TDM projects in the RTP: " <ul style="list-style-type: none"> Regional Coordination and local policy, program, and project development: <u>Metro's Regional Travel Options Program leads regionally significant TDM efforts, including policy development, public outreach and education, provision of direct services and resources, partner collaboration, research, and evaluation. These efforts aim to increase resources and capacity at the local level for policy, program, and project development.</u> Commuter Programs: <u>Employer-based commuter outreach efforts include: financial incentives, such as transit pass programs and offering cash instead of parking subsidies; facilities and services, such as carpooling programs, bicycle parking, emergency rides home and work-place competitions; and flexible scheduling such as working from home or compressed work weeks.</u> Safe Routes to School Program: <u>School districts, local jurisdictions and other regional and state partners provide programming that supports vehicle trip reduction for K-12 school-based trips. Metro provides grant funding, technical support and regional coordination for these programs.</u> Community Programs: <u>Outreach and engagement programs that meet community travel options needs outside of the trip to school or work, which can include health, recreation, food access, and more. These programs are designed in collaboration directly with community members across the region. Metro supports these efforts through a variety of grant programs.</u>" 	Amend as requested.	Y	C
272	Stainback	Grace	Metro Staff	Letter	8/10/2023	RTP Chapter 6			Y	Update the descriptions in Table 6.11 (Summary of Constrained RTP transportation demand management projects) to reflect the updated summary of RTP TDM projects.	Amend as requested.	Y	C
273			ODOT Region 1	Online Comment Form	8/8/2023	RTP Chapter 6			Y	Per the Table 6.6 note, do either of these totals include multiple phases of a single project? If so, that seems misleading. Suggest it be limited to single project phases or projects. If a project has multiple phases then it should count as one.	Metro staff recommendation under development.	TBD	C

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274			ODOT Region 1	Online Comment Form	8/8/2023	RTP Chapter 6			Y	1. Fill the gaps. This section ends with an incomplete sentence, "Access to transit".	Amend as requested.	Y	C
275			ODOT Region 1	Online Comment Form	8/8/2023	RTP Chapter 6			Y	Table 6.10: The table lists incident response vehicles under long-term Constrained as being on all major arterials adjacent to freeways. Many arterials adjacent to freeways are not owned by ODOT and many local agencies that own those arterials do not currently have incident response programs. Having incident response vehicles on arterials adjacent to freeways would likely be a big financial lift. Please clarify	Amend as requested.	Y	C
276			ODOT Region 1	Online Comment Form	8/8/2023	RTP Chapter 6			Y	The sentence "The region's operations and maintenance commitments are significant and consume most federal, state, and local revenues identified for the greater Portland region through 2045 estimated \$43 billion." needs to be edited for clarity. One potential solution is "estimated at \$43 billion."	Amend as requested.	Y	C
277			ODOT Region 1	Online Comment Form	8/8/2023	RTP Chapter 6			Y	The first sentence of paragraph one needs to be edited for clarity. "and highway overcrossings and/that provide mobility and access for all modes of travel."	Amend as requested.	Y	C
278			ODOT Region 1	Online Comment Form	8/8/2023	RTP Chapter 6			Y	Figure 6.8 intro text, remove "the" before "TriMet".	Amend as requested.	Y	C
279			ODOT Region 1	Online Comment Form	8/8/2023	RTP Chapter 6			Y	In Figure 6.13, comprehension would be improved if only projects in Clackamas County were displayed. Currently projects in Multnomah and Washington County are displayed.	Amend as requested.	Y	C
280			ODOT Region 1	Online Comment Form	8/8/2023	RTP Chapter 6			Y	Figure 6.14 text stating "Roads and bridges projects comprise a majority of costs and number of projects" is inconsistent with data presented in the figure that shows 32 Walking and Biking projects, and 23 Roads and Bridges projects. Figure 6.14 should be singular but currently reads "Figures 6.14"	Amend as requested.	Y	C
281			ODOT Region 1	Online Comment Form	8/8/2023	RTP Chapter 6			Y	The last sentence of paragraph 2 needs to be edited for clarity. "Strategic throughway capacity projects seek to maintain regional mobility" or "strategic throughway capacity increases seek to maintain regional mobility". Please disregard if we misunderstand the intent of the sentence, but "enhance" makes it seem like this is talking about adding throughway capacity.	Amend as requested.	Y	C
282			ODOT Region 1	Online Comment Form	8/8/2023	RTP Chapter 6			Y	Update Table 6.6 to add a total row, to sum the two grey rows.	Amend as requested.	Y	C

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283			ODOT Region 1	Online Comment Form	8/8/2023	RTP Chapter 6			Y	Update Table 6.20 to show greater color differentiation between the two long-term circle colors (Throughways and IBR) as some readers will not know where IBR is located.	Amend as requested.	Y	C
284			ODOT Region 1	Online Comment Form	8/8/2023	RTP Chapter 6			Y	Provide narrative context for all figures and tables.	Amend as requested.	Y	C
285			ODOT Region 1	Online Comment Form	8/8/2023	RTP Chapter 6			Y	In "Transportation system management and operations projects", language should be added to indicate that "speed and reliability" should be improved for general traffic and freight, not just transit.	Amend as requested.	Y	C
286			ODOT Region 1	Online Comment Form	8/8/2023	RTP Chapter 6			Y	In "Arterial corridor management", replace "pedestrian count down signs" with "pedestrian countdown signals".	Amend as requested.	Y	C
287			ODOT Region 1	Online Comment Form	8/8/2023	RTP Chapter 6			Y	In Table 6.40, row 3, column 3, ODOT suggests replacing "some" with "more" or "additional".	Amend as requested.	Y	C
288			ODOT Region 1	Online Comment Form	8/8/2023	RTP Chapter 6			Y	Update Page 6-46 of Chapter 6 to provide a definition fo how projects are characterized as "high- or moderate-impact" climate pollution reduction strategies.	Amend as requested.	Y	C
289			ODOT Region 1	Online Comment Form	8/8/2023	RTP Chapter 6			Y	Suggested revision to Figure 6.6 for improved legibility.	Amend as follows. Update Figure 6.6 in final plan to increase distance between Throughways and IBR arrows	y	C
290	Charles	John	Cascade Policy Institute	Letter	8/25/2023	RTP chapter 7			Y	Argues against reducing VMT per capita as an RTP performance measure and target for several reasons: Metro has no control over VMT, measuring VMT/capita is challenging, current policies and regulations aimed at reducing VMT/capita have had no impact, VMT/capita does not capture impacts on congestion, and increased VMT/capita is desirable because it reflects increased economic activity. Implicitly recommends that this measure not be used in the RTP.	No change recommended. Reducing VMT / capita has been affirmed and reaffirmed by state and regional policymakers as an RTP performance measure since the mid-1990s - and most recently in the Climate-Friendly and Equitable Communities Rulemaking that led to significant updates to the Transportation Planning Rule. Chapter 4 provides ample evidence demonstrating the impact that land use change and investments in transit and active transportation have on VMT/capita, including contributing to VMT/capita reductions during most of the last three decades in the Portland region.	N	C
291	Charles	John	Cascade Policy Institute	Letter	8/25/2023	RTP chapter 7			Y	Comments that the travel speed performance measure used in the RTP for throughways will not lead to meaningful reductions in congestion. Implicitly recommends that this measure not be used in the RTP.	No change recommended. as documented in the RTP, the performance measures used in the regional mobility policy are the product of an exhaustive and collaborative stakeholder process. Stakeholders recommended this measure not to reduce net congestion, which has proven challenging for growing regions like Portland, but to focus investments on the areas within the region where congestion issues are most significant. The travel speed measure and threshold is used to identify transportation needs.	N	C

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292	Lueb	Heidi	City of Tigard	Letter	8/25/2023	RTP Chapter 7			Y	Expresses disappointment that there is a target rate of 52 fatalities a year in the draft RTP document; and discouragement that there are 93 traffic fatalities in the base-year analysis. Proposes the need to place a greater emphasis on reducing dangerous driving behavior and on creating safer facilities to separate more vulnerable roadway users in time and space from heavy and fast-moving vehicles.	Metro staff recommendation under development.	TBD	C
293	Lueb	Heidi	City of Tigard	Letter	8/25/2023	RTP Chapter 7			N	Comments that the region is falling far short of meeting our transit, walk, and bike mode share targets due to infrastructure deficiencies, safety concerns, lack of reliable and frequent transit options, financial burden, and/or systems built to favor auto travel.	No change requested. Comment noted.		C
294	Lueb	Heidi	City of Tigard	Letter	8/25/2023	RTP Chapter 7			N	Comments that providing people with viable alternatives to driving is often the most cost-effective and efficient way of 'solving' congestion.	No change requested. Comment noted.		C
295	Namkoong	Indi	Verde	Letter	8/24/2023	RTP Chapter 7			Y	Proposes that Metro needs better analysis and oversight tools regarding project impacts on safety, particularly serious and fatal crashes, than what self-reported data from project sponsors has provided.	Metro staff recommendation under development.	TBD	C
296	O'Brien	Tara	TriMet	Email	8/23/2023	RTP Chapter 7			Y	Table 7.8 – please add a caveat that this is a theoretical exercise and there was not detailed assessment of how this 77% increase above RTP levels of transit service assumption	Amend as requested. Add the following text to the end of the "Target 2" bullet preceding Table 7.8: "To create this scenario, the consulting team supporting this analysis tested several different levels of pricing and corresponding increases in transit service until they identified the scenario that meets regional climate targets using the smallest amount of additional pricing. <u>This is an illustrative scenario, and did not consider the many nuances and policy constraints involved in using pricing revenues to fund transit service.</u> "	Y	C
297	O'Brien	Tara	TriMet	Email	8/23/2023	RTP Chapter 7			Y	Table 7.7 - do these analyses assume zero emission buses? Are TriMet's zero-emission bus transition projects included in the "% of the capital RTP budget invested in high or moderate impact Climate Smart Strategies?"	No change recommended. Consistent with federal guidance, the analysis of pollutant emissions in Table 7.7 does not account for emisisions (or emission reductions) from transit vehicles. The zero-emission bus projects in the RTP are included in the "% of the capital RTP budget invested in high or moderate impact Climate Smart Strategies."	N	C
298	O'Brien	Tara	TriMet	Email	8/23/2023	RTP Chapter 7			Y	Figure 7.5 - why does this discuss TriMet only and not include SMART and streetcar?	No change recommended. This question is answered in footnote 4 on p. 7-12: "This data does not include all transit services in the region, but since TriMet serves over 90 percent of transit rides in the region its data typically reflects regional trends, and the way that TriMet reports this data makes it easy to use this data to track those trends over time."	N	C

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299	O'Brien	Tara	TriMet	Email	8/23/2023	RTP Chapter 7			Y	Page 7-7-12 – The last paragraph needs to include mention of other trends occurring during this time and not assume transit service was not effective in attracting riders. "There have been several external factors at play that may have caused this transit ridership reduction. During this time, the cost of housing led many former transit riders to need to move away from transit service to find affordable housing, and there was also a significant increase in ride-hailing services.	No change recommended. The requested information is already included in footnote 5 on p. 7-13: "Transit agencies in cities across the U.S. observed similar trends during this period, during which total U.S. nonrail transit trips fell by almost nine percent and rail trips fell by roughly two percent. (See Federal Transit Administration, National Transit Database: 2019 National Transit Summaries and Trends, https://www.transit.dot.gov/ntd/2019-national-transit-summaries-and-trends-ntst .) Analyses pointed to several potential explanations for this decline, including an increased preference among travelers for (and, as the economy strengthened, ability to afford) private vehicles, declining gas prices, competition from transportation network companies and other emerging modes, and declining housing affordability, which may have led many lower-income people who are more likely to rely on transit to move to communities where transit was not accessible. (See TransitCenter, Who's on Board 2019: How to Win Back America's Transit Riders, https://transitcenter.org/publication/whos-on-board-2019/ .) "	N	C
300	O'Brien	Tara	TriMet	Email	8/23/2023	RTP Chapter 7			Y	Page 7-7-7: "The share of households that are projected to be within walking distance of transit of 2045 is similar to the base year share." This implies that the problem is the lack of growth in the transit network. We would like to posit that the problem should also be assessed as the lack of new density near established transit lines and in regional centers and corridors.	Amend as requested. Add the following to the final paragraph on p. 7-7: "Though the RTP expands the transit system, this planned growth may not be keeping pace with new development, <u>or land use plans may need to be updated to locate more housing near new service.</u> "	Y	C
301	O'Brien	Tara	TriMet	Email	8/23/2023	RTP Chapter 7			Y	Page 7-7-6 - Why does access to jobs by transit decrease between 2030 and 2045? Is this because there are new jobs assumed in areas that are not transit-supportive?	Amend as requested: "Access to jobs by transit <u>driving</u> also increases between 2020 and 2030, but then it declines between 2030 and 2045."	Y	C
302	O'Brien	Tara	TriMet	Email	8/23/2023	RTP Chapter 7			Y	Table 7.3 –these transit revenue hours do not appear to be in line with what we've provided.	No change recommended. The reason for the discrepancy noted in the comment are that the information shown reflects other transit services in the region in addition to TriMet service, and because this data comes from Metro's travel model, which uses a slightly different definition of "revenue hours" than transit agencies often do (Metro's model only accounts for the time the vehicle is in service; it cannot account for driver breaks or deadhead time).	N	C
303	O'Brien	Tara	TriMet	Email	8/23/2023	RTP Chapter 7			Y	This chapter makes assertions and estimates that new transit service will be less effective in drawing new riders that is not backed up by data. Table 7.2 - please provide your analysis/calculations of the "% of transit network that is complete" so we can better understand it. Please document what is included in the transit service vision and where did it come from? Why does the "% of households located within walking distance of a frequent transit station" not change between the base year and the 2030 and 2045 results? This doesn't make intuitive sense - there is new frequent transit in both the 2030 and 2045 networks.	Amend as requested. Edit section 3 of Appendix M, which contains a description of the methodology for the system completeness measure, to include a description of how transit system completeness was calculated. With respect to transit system completeness, no change recommended. The comment correctly points out that the RTP adds transit in 2030 and 2045; however the amount of transit added (34 new route miles between 2023 and 2030, 19 new route miles between 2031 and 2045) is so small relative to the size of the base transit network (over 1200 route miles) that it has a marginal impact on performance measure results for the system completeness and households near frequent transit measures. The other issues discussed in this comment are addressed in Metro's responses to previous comments.	Y	C
304	Rosenthal	Gerritt	Metro Councilor	Email	7/25/23	RTP Chapter 7			Y	Proposes to clarify the geography of the analyses in chapter 7 and to add more information on how the modal networks referred to in the chapter are defined.	Amend as requested. Amend the first paragraph in the purpose section to add the following sentence at the end: " <u>Unless noted otherwise, all analyses in this chapter are for the Metropolitan Planning Area.</u> " The networks and the other terms discussed in the comments are already defined in Chapter 3 and the glossary.	Y	C

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305	Rosenthal	Gerritt	Metro Councilor	Email	7/25/23	RTP Chapter 7			Y	Proposes adding new sections to chapter 7 focused on analyzing the I-5 corridor between Portland and Vancouver and the US-26W corridor between Portland and Washington County, each with its own set of performance metrics and targets tailored to the corridor, in order to evaluate the impact of projects planned for this corridor.	No change recommended. The RTP is focused on understanding the collective impacts of all constrained projects on the transportation system. In order to maintain an equitable process, the RTP applies the same evaluation lens to all transportation projects, and does not scrutinize particular projects or corridors in detail unless Metro Council and/or JPACT direct the RTP to do so.	N	C
306	Rosenthal	Gerritt	Metro Councilor	Email	7/25/23	RTP Chapter 7			Y	Comment describes how separating analyses of rail/bus transit might nuance the results for transit completion.	No change recommended. Distinctions between the completeness and priorities associated with different types of transit are the focus of the High Capacity Transit Strategy that accompanies the RTP and of follow-up transit analyses discussed in Chapter 8.	N	C
307	Rosenthal	Gerritt	Metro Councilor	Email	7/25/23	RTP Chapter 7			N	No change proposed. Notes different potential interpretations and definitions of the throughway reliability metric.	No change recommended. Development of the throughway mobility metric has occurred through a multiyear, multi-stakeholder process that is still ongoing and may result in further changes to this metric as the RTP is finalized.	N	C
308	Rosenthal	Gerritt	Metro Councilor	Email	7/25/23	RTP Chapter 7			N	No change proposed. Comment notes that there are many different contributors to safety issues, including human nature, signage, and technology, and that more work is needed to promote proven safety interventions in the region.	No change recommended. The performance analysis in Chapter 7 seeks to report out on progress toward the region's target to eliminate fatal and serious injury crashes by 2035. Chapter 3 of the RTP describes proven safety countermeasures and promotes their use in transportation projects, and Chapter 4 discusses the contributing causes of crashes based on the data available.	N	C
309	Rosenthal	Gerritt	Metro Councilor	Email	7/25/23	RTP Chapter 7			N	No change proposed. Comment notes that equity performance results align with common perceptions.	No change recommended.	N	C
310	Rosenthal	Gerritt	Metro Councilor	Email	7/25/23	RTP Chapter 7			Y	Proposes to replace the access to jobs metric used throughout chapter 7 with a metric measuring brownfield conversion.	No change recommended. The metric used is not the number of jobs within EFAs, as the comment suggests, but the number of jobs that can be accessed from EFAs within a regional travel time. This measure was included in the RTP based on an extensive working group process to identify key equity metrics, and as summarized throughout the RTP community feedback continues to emphasize the importance of improving transit connections to and from EFAs.	N	C
311	Rosenthal	Gerritt	Metro Councilor	Email	7/25/23	RTP Chapter 7			N	No change proposed. Comment highlights the difference between equity focus areas located on the east vs. west side of the region.	No change recommended. As discussed in Chapters 3 and 4, each of the hundreds of Census tracts in the region that are identified as EFAs are unique and distinct, and planning efforts should always attempt to understand which specific marginalized groups are within EFAs and what the needs of these groups are.	N	C
312	Rosenthal	Gerritt	Metro Councilor	Email	7/25/23	RTP Chapter 7			N	No change proposed. Comment discusses the many different factors that shape workers' choice to commute by auto vs. transit, and some of the strategies that may help to address these factors.	No change recommended. The High Capacity Transit Strategy included in the RTP as well as follow-up transit planning identified in Chapter 8 account in more detail for the factors that support transit use and identify the specific investments that are needed to make transit a more viable alternative to driving.	N	C

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313	Rosenthal	Gerritt	Metro Councilor	Email	7/25/23	RTP Chapter 7			N	Proposes more in-depth analysis on the economic impacts of not achieving goals and ways to meet goals.	No change recommended. Analysis of alternative futures and detailed identification of strategies to meet goals are generally outside the scope of the RTP and more appropriate for detailed follow-up planning that typically occurs between RTP updates. Metro staff will continue to improve economic analysis methods to inform the 2028 RTP update.	N	C
314	Rosenthal	Gerritt	Metro Councilor	Email	7/25/23	RTP Chapter 7			N	No change proposed. Comment notes that analysis of bicycle completion may not be relevant for some employment areas.	No change recommended. The text in this section already acknowledges the tension between improving bicycle facilities and meeting other needs in employment/industrial areas, and that bicycle investments may not be the highest priority for these areas: "Many businesses in these areas need freight access and ample floor space for manufacturing or warehousing, which can pose challenges to creating convenient and safe walking and biking environments, and new transit options, particularly smaller and more flexible service that can serve routes with many dispersed stops, are needed to give people a car-free option that connects within walking or biking distance of their jobs. However, completing these networks, especially the pedestrian network, can help transit riders safely and conveniently complete the last mile of their commutes."	N	C
315	Rosenthal	Gerritt	Metro Councilor	Email	7/25/23	RTP Chapter 7			Y	Proposes further analysis of how projected population increases influence projected increases in travel times.	No change recommended. As noted in the comment, this issue will be addressed by planned updates to Mobility metrics.	N	C
316	Rosenthal	Gerritt	Metro Councilor	Email	7/25/23	RTP Chapter 7			Y	Proposes adding a note to the explanation of Economy results that "transit actually has little impact on economic impacts related to the movement of goods and services."	Amend as requested. Amend the first paragraph describing Economy results as follows to highlight that the primary economic benefit of transit is providing access to jobs and labor: "The RTP achieves mixed results on regional economic goals. It reduces transit travel times along the corridors that connect the region's centers, but driving times along these corridors increase, particularly in 2045, due to increased congestion. <u>This means that workers who commute by transit enjoy better access to jobs and spend their days more productively, but drivers don't necessarily enjoy these same benefits.</u> "	Y	C
317	Rosenthal	Gerritt	Metro Councilor	Email	7/25/23	RTP Chapter 7			Y	Proposes discussing regional climate targets in chapter 7.	No change recommended. These targets are stated in Chapter 3, and the 2045 target is included in the table summarizing Climate measures in Chapter 7.	N	C
318	Rosenthal	Gerritt	Metro Councilor	Email	7/25/23	RTP Chapter 7			Y	Proposes clarifying the definitions of criteria pollutant metrics and highlights perceived inconsistencies between VMT per capita and criteria pollutant results.	Amend as requested. Amend definitions for all emissions results shown in Table 7.7 to clarify that these are <u>daily</u> emissions. VMT per capita reduction results are different from criteria pollutant reduction results because the analysis of criteria pollutants accounts for both changes in VMT and changes in vehicle fuels and technologies.	Y	C
319	Rosenthal	Gerritt	Metro Councilor	Email	7/25/23	RTP Chapter 7			Y	Proposes adding analysis of industrial GHG emissions.	No change recommended. Industrial GHG emissions are outside the scope of the RTP, which is a transportation plan. These emissions will be addressed through the regional Climate Pollution Reduction Grant, a description of which is being added to Chapter 8 in response to other comments.	N	C

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320	Rosenthal	Gerritt	Metro Councilor	Email	7/25/23	RTP Chapter 7			N	No change proposed. Comment notes the declining relevance of VMT per capita as a performance measure in light of trends toward cleaner vehicles and discrepancies between results for VMT per capita and transit access.	No change recommended. The STS and other State documentation note that VMT per capita will need to decrease in order to meet Oregon's climate targets even if vehicles and fuels become significantly cleaner, and regional targets VMT per capita targets are designed to account for the needed reductions. As discussed in chapter 4, access to jobs is one factor among many (including land use change, pricing, and demographics) influencing VMT per capita.	N	C
321	Stevens	Frank	Community member	Online Comment Form	8/25/23	RTP Chapter 7			N	No change prooposed. Interprets the results of the system analysis in Chapter 7 and highlights key conclusions.	No change recommended.	N	C
322	Valentine	Dyami	Washington County Staff	Email	8/24/2023	RTP Chapter 7			N	No change proposed. I understand that Metro is still working through the methodology for signalized throughways and I look forward to the analysis.	No change recommended.	N	C
323			ODOT Region 1	Online Comment Form	8/8/2023	RTP Chapter 7			Y	Metro analysis incorrectly assumes arterial pricing in the "State-led pricing actions" for the "RTP23+STS" scenario in Table 7.8 and Figure 7.6. (also in Executive Summary graphic). Remove arterial pricing from Table 7.8. Check analysis and update Figure 7.6 and other tables/graphics as needed.	Metro staff recommendation under development.	TBD	C
324			ODOT Region 1	Online Comment Form	8/8/2023	RTP Chapter 7			Y	ODOT suggests clarifying text relating to tables indicating where the goals come from, especially for Table 7.2. paragraph 3.	No change recommended. The requested text is already in the introduction to the chapter: "The RTP uses several different performance measures to capture the region's progress in each of these goal areas and compares the results to targets described in Chapter 2. The targets that are established through the state and federal rules that govern the RTP or that are included in policies adopted by the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council."	N	C
325			ODOT Region 1	Online Comment Form	8/8/2023	RTP Chapter 7			Y	In paragraph 1, it would be helpful to say what % of the region is an EFA. That would provide context for the "% of the capital RTP spending" numbers and also context for the proportion of crashes in EFAs.	No change recommended. RTP transportation equity policy 3 is to "Prioritize transportation investments that eliminate transportation-related disparities and barriers for marginalized communities" (emphasis added). The requested change implies that RTP policy is to invest equally in EFAs as in other communities, in proportion to the %[ercentage of the region's population that lives in each community type. This is not consistent with equity policy 3; RTP policy is to go beyond making proportional investments in equity and instead make restorative investments.	N	C
326			ODOT Region 1	Online Comment Form	8/8/2023	RTP Chapter 7			Y	Table 7.7 shows the 10,831 MT GHG for base, 2030 & 2045 targets, values are also the same for AQ pollutant rows. Why does this not vary? Please check the numbers or provide explanation.	No change recommended. In addition to regional VMT/capita targets, Metro tracks total GHG emissions in order to account for the impact of population growth on emissions. The state has not issued a specfic target for total GHG reductions, nor have JPACT/Metro Council recommended one, so the target is simply to reduce total emissions. In this case, as in all other instances in chapter 7 where the target is simply to "reduce" or "increase" a value, the base year value is shown as the future year target to enable readers to easily understand whether the value is increasing or diminishing relative to the base year.	N	C

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327			ODOT Region 1	Online Comment Form	8/8/2023	RTP Chapter 7			Y	Update Page 7-22 of Chapter 7 to provide a definition fo how projects are characterized as "high- or moderate-impact" climate pollution reduction strategies.	Amend as requested. Add a footnote to table text "% of the capital RTP budget invested in high- or moderate-impact Climate Smart Strategies" that reads " <u>See Figure 4.33 in Chapter 4 for a description of high- and moderate-impact strategies.</u> "	Y	C
328			ODOT Region 1	Online Comment Form	8/8/2023	RTP Chapter 7			Y	In the last paragraph, delete "carbon taxes". Technically carbon taxes are already occurring as part of the Climate Protection Program being implemented by the Oregon Department of Environmental Quality, and is included in the price of gas assumed in the Metro VE analysis. No new carbon pricing is anticipated. The text could indicate that carbon taxes are "underway", (i.e. to demonstrate the "progress" made).	Amend as requested.	Y	C
329	Cortright	Joseph	City Observatory	Email	8/25/2023	RTP Chapter 7 and Appendix J			Y	Notes that current trends behind key assumptions in the RTP climate analysis - including average fleet fuel economy, fleet turnover, fleet vehicle mix, and electrification - are all showing little change or change in a direction that stands to increase vehicle emissions (e.g., lower-than-expected fuel economy, slow fleet turnover, increased use of heavier vehicles), contrary to the assumptions used in the climate analysis, which anticipate that all of these values will change significantly in a way that supports progress toward regional climate targets (e.g., quicker flet turnover, increased use of lighter passenger vehicles). Requests that the RTP revise the climate analysis to reflect current trends.	Amend to reflect additional analysis. This is one of several comments that have noted that the vehicle fleet assumptions used in the climate analysis do not reflect current trends. These assumptions come from the state, and account for anticipated future state policies and programs to support a fleet transition from cleaner vehicles. Amend chapter 8 to add a description of additional work needed to clarify, update, and explore the impact of changing state-led assumptions about vehicle fleet mix and turnover, electrification and other aspects of the climate analysis.	Y	C
330	Cortright	Joseph	City Observatory	Email	7/27/2023	RTP Chapter 7 and Appendix J			Y	Notes that the data in Appendix G shows that forecast VMT per capita decreases by 4.6 percent between 2020 and 2045, which is short of the 30 percent reduction called for in regional climate targets. Requests that the RTP acknowledge that it does not reduce VMT enough to meet regional goals.	No change recommended. As noted in Chapter 4 (page 4-54), Metro uses VisionEval, a scenario planning tool designed to assess different GHG reduction scenarios in its climate analysis in order to compare results to regional climate targets that are set by the state, because the state uses VisionEval in setting these targets. VisionEval is sensitive to a broader array of transportation GHG reduction strategies (particularly with respect to pricing and vehicle/fuel efficiency) than Metro's travel model is, and uses a different set of methods to estimate the GHG impacts of these strategies, such that it often estimates greater GHG reductions than Metro's travel model does given similar inputs. The State has confirmed that Metro is interpreting regional VMT/capita targets correctly in the RTP climate analysis, and that Metro should use VisionEval in the RTP climate analysis in order to enable an apples-to-apples comparison of results between results and targets. The comment proposes using Metro's travel model instead of VisionEval to evaluate progress toward regional climate targets. This is contrary to guidance from the state agencies that oversee the analysis.	N	C

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331	Cortright	Joseph	City Observatory	Email	7/27/2023	RTP Chapter 7 and Appendix J			Y	Observes that recent trends in transit service and ridership suggest that the RTP is overestimating future transit ridership growth. Requests that the RTP acknowledge the potential to overestimate transit ridership and identify additional VMT/GHG reduction strategies to account for the fact that transit may not contribute as many GHG reductions as planned.	No change recommended. As discussed on pages 7-11 through 7-14, Metro reviewed recent data on transit costs and performance and accounted for the fact that recent increases in transit ridership have led to less growth in ridership than in the past, as noted in the comment, in the RTP system analysis. As noted on page 7-14, the RTP still assumes that transit ridership will increase, both because transit service is increasing and because the RTP "accounts for several other changes that support transit service, including population growth, land use changes that locate more people and jobs near transit, and new tolls and parking pricing (see the Climate section for further discussion), which encourage some drivers to shift to using transit."	N	C
332	Cortright	Joseph	City Observatory	Email	7/27/2023	RTP Chapter 7 and Appendix J			N	Asserts that the RTP does not implement any roadway pricing, which the Climate Smart Strategy referenced in the RTP identifies as a high-impact GHG emissions reduction strategy.	No change recommended. The RTP contains three projects that implement pricing on throughways in the region (see detailed discussion in Chapter 7; pp. 7-26 to 7-29) as well as policies to guide the implementation of future pricing in the region (Chapter 3).	N	C
333	Lueb	Heidi	City of Tigard	Letter	8/25/2023	RTP Chapter 7; RTP Chapter 8			Y	Proposes that in the future, the RTP take a broader look at equity in terms of the expense of transportation/mobility costs relative to income.	Metro staff recommendation under development.	TBD	C
334	Lueb	Heidi	City of Tigard	Letter	8/25/2023	RTP Chapter 7; RTP Chapter 8			Y	The mixed results described by Metro's analysis are signaling the need to better link housing and employment through a more coordinated approach with land-use planning, improved mobility options, or even better – both.	No change recommended. Comment noted and shared with staff working on the 2040 Growth Refresh.		C
335	Alnajjar	Mohanad	TV Highway Equity Coalition	Letter	8/25/2023	RTP Chapter 8			Y	Chapter 8 of the RTP needs to be more specific and upfront about how Metro will track progress to make sure the outcomes of each project respond to the community needs that resulted in the project being on the list and approved for funding.	Metro staff recommendation under development.	TBD	C
336	Boyd	Allison	Multnomah County	Letter	8/25/2023	RTP Chapter 8			Y	Suggests referencing in Chapter 8 the opportunity to advance RTP climate strategies through the Metro led effort to seek regional funding under the Climate Pollution Reduction Grant Program.	Amend as requested. Staff has developed a new narrative within section 8.2.3 to describe the EPA Carbon Pollution Reduction Planning Grant work that Metro will lead on behalf of the region.	Y	C
337	Collins	Tim	Metro staff	Memo	8/25/2023	RTP Chapter 8			Y	Suggests adding new narrative to section 8.2.3 that addresses the potential transportation impacts of the growth in fulfillment centers and large disruption centers. This came out of recommendations from the regional freight delay and commodities movement study.	Amend as requested.	Y	C
338	Falcon Gonz	Ariadna	The Getting The	Online Comment Form	8/25/23	RTP Chapter 8			Y	Expresses support for and suggests adding tasks and funding for empirical peer-reviewed research and advanced program evaluation.	Metro staff recommendation under development.	TBD	C
339	Farley	William	City of Lake Oswego	Letter	8/25/2023	RTP Chapter 8			Y	Suggests there needs to be an increase in investments into infrastructure to better support the new EV technology. Requests the RTP provide guidance for the region and local governments to partner and support the growth of EV infrastructure and continue the transition of fleets to electric vehicles.	Metro staff recommendation under development.	TBD	C

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340	Hawkins	Kate	Metro staff	Memo	8/18/23	RTP Chapter 8			Y	Requests revisions identified by the Westside Multimodal Improvements Study project team. The corrections are proposed to enhance clarity, provide updated existing conditions data, and identify data sources as needed.	Amend as requested.	Y	C
341	Holmqvist	Ally	Metro Staff		8/24/2023	RTP Chapter 8			Y	Amend paragraph 3 under section 8.2.2.5 as follows and move to a new section as indicated: <u>8.2.3.14 Frequent Express Strategic Implementation Plan</u> Additionally, Metro and TriMet and Metro will be developing a Bus Rapid Transit Strategic Implementation Plan as part of regional bus rapid transit planning efforts. The Plan will further advance work in the High-Capacity Transit Plan and will outline a vision for how FX investments can enhance existing and future frequent bus service corridors to serve our region's goals. It will identify a network of BRT routes, prioritize routes for implementation, <u>develop a delivery efficiency strategy</u> and identify potential regional funding strategies."	Amend as requested.	Y	C
342	Iannarone	Sarah	The Street Trust	Email	8/25/2023	RTP Chapter 8			Y	Proposes updating Chapter 8 by introducing a funded process allowing impacted community members to contribute to project prioritization and feedback, and allocating resources to enhance thorough project-level assessments.	Metro staff recommendation under development for further discussion of Policy Topic #1.	TBD	C
343	Iannarone	Sarah	The Street Trust	Letter	8/25/2023	RTP Chapter 8			Y	Proposes including details and allocating resources in Chapter 8 for preliminary work in advance of the next RTP to provide tools and measures, to comprehensively assess project delivery in line with the proposed policy updates, and move forward with requisite urgency to meet our GHG, VMT, safety and equity goals.	Metro staff recommendation under development.	TBD	C

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344	Johnson	Dan	Clackamas County Department of Transportation and Development	Letter	8/14/2023	RTP Chapter 8			Y	While the vision within the RTP is to make transit more frequent, convenient, accessible and affordable, the 2023 RTP does not show progress toward those policies in Clackamas County. There is a need to understand more specifically the types of transit investments that will be most successful in the various parts of the region and a commitment to funding them. In places like Clackamas County, where the draft 2023 RTP does not anticipate that HCT will connect to Oregon City within the RTP time frame, other transit investments are essential. How and where are the needed investments in transit service reflected? What are those investments in transit that will bring us closer to achieving our climate goals? The outcomes from the "Connecting First and Last mile: Accessing Mobility through Transit Study" outlined in Chapter 8 should highlight the work already completed by Washington County and include actions that would allow for the same level of planning to occur in all areas of the Metro region. Issues to be addressed should include those raised above.	The 2023 Regional Transportation Plan is adding significant transit service, and we expect transit mode share and ridership to increase in response. However, the 2045 Constrained Investment Scenario in the 2023 RTP does look a bit different from the 2040 one in the 2018 RTP due to the impacts from the COVID 19 pandemic that required cuts resulting in a loss of 8% in transit revenue miles between 2019 and 2021. The investment scenarios assume recovery continues until 2026 through implementation of Forward Together (and the next phase Forward Together 2.0). With Forward Together and the subsequent adjustments to the 2023 RTP investment scenarios, the region is addressing some of the challenges that transit faced both during and prior to the pandemic by reconfiguring service to be more equitable and taking additional steps to keep riders safe. Post-pandemic service changes also include less focus on frequent peak transit, but more focus on providing good service throughout the day and evening. As a result, the 2023 RTP reflects this in the way we are reporting on what is "frequent" service to better reflect this shift in focus (and so the measure is a bit different than the one used in the 2018 RTP). It is important to remember that many of the basic principles that have guided our transit planning are still true. Frequent service in areas that are high with people and jobs still draws the most riders and benefits the most people. The 2023 RTP also includes an HCT connection to Clackamas Town Center, Better Bus improvements on a route to Milwaukie and other transit capital investments on McLoughlin Blvd. Forward Together identifies additional investments for frequent transit on lines 35 and 79 with the availability of toll revenue that will be reflected in the 2023 RTP Strategic scenario. While not quite frequent, line 79 is planned for 20-minute improved headways in the 2045 Constrained Investment Scenario and similarly routes 15, 29, 30 also receive improved service. Further, the 2023 transit network vision identifies additional service investments to help us achieve our climate goals and provide a framework for informing future discussions around funding. Staff is working on an amendment to the HCT Strategy scope to add work on a planning activity checklist to support jurisdictions in corridor readiness. Recommend amending 8.2.3.3 description for "Connecting First and Last Mile: Accessing Mobility through Transit Study" as follows: "This work will build upon local planning efforts (e.g., Transit Development Plans, Statewide Transportation Improvement Fund Plans, <u>Washington County First and Last Mile Transit Study</u>) and be completed in close coordination with public transit service providers in the region. The project will <u>identify actions and</u> make recommendations for <u>the local transit strategy</u> carried forward for consideration in the 2027 RTP update." This comment has also been forwarded to TriMet for consideration as part of development of the 2045 Strategic Investment Scenario and Forward Together 2.0.	Y	C
345	Johnson	Dan	Clackamas County Department of Transportation and Development	Letter	8/14/2023	RTP Chapter 8			Y	Update project 8.2.3.12, 2040 Refresh Coordination, to remove focus on Green Corridors and add focus on the need to plan for complete transportation networks to support the emerging urban areas as well as support freight and employment uses throughout the region.	Amend as follows: "In 1995, the Metro Council adopted a long-range land use and transportation plan for the region. The 2040 Growth Concept was seen as visionary for its time but does not address topics such as racial equity and climate change, which have taken on increasing importance. In recent years, the Metro Council, local jurisdictions, and stakeholders have seen a need to update the Growth Concept, which is now approaching 30 years since adoption. In spring 2019, the Metro Council directed staff to proceed with implementation of a work program to refresh the Growth Concept. The work program focused on incorporating racial equity and climate change considerations into the region's long-term plans and expressed an intention to do so while maintaining an emphasis on compact growth and reinvestment in existing urban locations. With the emergence of the COVID pandemic in early 2020, the Metro Council called for a pause on this work, pending future Council direction. Metro staff anticipates guidance from the Metro Council on a work program after the Council makes its urban growth management decision in late 2024." - replacing the existing language.	Y	C
346	Johnson	Dan	Clackamas County Department of Transportation and Development	Letter	8/14/2023	RTP Chapter 8			Y	To achieve our region's climate and GHG reduction goals, the region, and the RTP, should have a stronger focus supporting Electric Vehicle (EV) infrastructure implementation. Add a regionwide planning project to Chapter 8 that focuses on actions that the region should be taking to support the transition to electric vehicles.	Amend as requested.	Y	C

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347	Lauritzen	Zachary	Oregon Walks	Letter	8/23/2023	RTP Chapter 8			Y	Proposes that simply because policy says we can expand freeways to three lanes does mean we should expand them. We are not Los Angeles or Houston, we are Portland Metro. Let's never forget that and, rather, aggressively adopt policies to avoid that future.	Metro staff recommendation under development.	TBD	C
348	Lebowsky	Laurie	WSDOT	Email	8/3/23	RTP Chapter 8	10866	I-5 Interstate Bridge Replacement Program	Y	Update page 8-70 to reflect the following revisions: "Constructing three through lanes northbound and southbound throughout the program corridor with safety shoulders and the addition of one auxiliary lane in each direction across the Columbia River Bridge...Variable rate toll on the facility motorists using the river crossing to manage demand and generate revenue for construction and facility operations and maintenance.	Amend as requested.	Y	C
349	Lebowsky	Laurie	WSDOT	Email	8/3/23	RTP Chapter 8	10866	I-5 Interstate Bridge Replacement Program	Y	Update page 8-66 to add the following language, "...Planning funds allocated to restart bridge replacement efforts in 2019 Partner agencies confirmed support for Modified LPA in 2022..."	Amend as requested.	Y	C
350	Lebowsky	Laurie	WSDOT	Email	8/3/23	RTP Chapter 8	10866	I-5 Interstate Bridge Replacement Program	Y	A commitment to establish a GHG reduction target evaluate GHG associated with the program and develop strategies to <u>improve outcomes</u> relative to regional transportation impact, and to develop and evaluate design solutions that contribute to achieving program and statewide climate goals.	No change recommended. The language in the draft 2023 RTP was adopted on May 27, 2022 by JPACT and the Metro Council by Resolution No. 22-5273 as part of endorsing the modified locally preferred alternative recommendation and IBR Program commitments.	Y	C
351	Lebowsky	Laurie	WSDOT	Email	8/3/23	RTP Chapter 8	10866	I-5 Interstate Bridge Replacement Program	Y	The Program also commits to measurable and actionable equity outcomes and to work with community partners to development of a robust a set of benefits for the local community of programs and improvements that will be defined in Community Benefits Agreement.	No change recommended. The language in the draft 2023 RTP was adopted on May 27, 2022 by JPACT and the Metro Council by Resolution No. 22-5273 as part of endorsing the modified locally preferred alternative recommendation and IBR Program commitments.	Y	C
352	McCormick	Michaela	Community member	Online Comment Form	8/17/2023	RTP Chapter 8			Y	Proposes implementing increased progressive taxes on higher income members of our broader community to pay for public transport, active transportation. Metro should not cooperate with the building of a new interstate bridge, which will only encourage the use of private and fossil fueled vehicles. Metro should greatly expand accessible bus and rail service, and it should be free. It should build lots more bicycle infrastructure, and greatly expand and promote bicycle rentals.	Metro staff recommendation under development.	TBD	C
353	McCourt	Randy	Community member	Email	7/28/23	RTP Chapter 8			Y	Proposes getting better data for walking networks. We have excellent inventories of roadways, their elements, adjacent tax lots. why is it we do not know what the actual land use is on the tax lot in enough detail to articulate the walking trip generation? Or where sidewalks, crossings, crossing enhancement and trail connections are. yet have HPMS details? Agencies should have defined walk networks within infill areas defining how complete walking networks and connections are to be made - allowing private development to pay their fair share toward network in-fill. It is laughable to juxtapose affordable housing against sidewalk network completion (something whose incremental cost is hardly \$5000 when new houses are selling for upwards toward \$1M).	No change recommended. Comment noted. As described in 8.4.2.4 Multimodal Network data, Metro Research Center updates multimodal data in RLIS quarterly from data provided by transportation partners and RC staff will also continue to develop and maintain high-resolution multimodal modeling networks.	N	C

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354	Morgan	Brett	1000 Friends of	Online Comment Form	8/25/23	RTP Chapter 8			Y	We offer mixed support and refinements for this section. We believe that more nuance should be added to consider how UGB expansions for industrial lands will meet the Transportation Planning Rule (TPR) and reduce VMT.	Metro staff recommendation under development for further policy discussion.	TBD	C
355	Morgan	Brett	1000 Friends of	Online Comment Form	8/25/23	RTP Chapter 8			N	We support this section which calls out the relationship between urban growth boundary expansions, and the associated high infrastructure costs that come with new expansions.	No change recommended. Expressed support for draft policies in the RTP.	TBD	C
356	Mros O'Hara	Elizabeth	Metro staff	Memo	8/16/2023	RTP Chapter 8			Y	Add a reference to this narrative to the recently awarded FTA planning grant for Areas of Persistent Poverty.	Amend as requested.	Y	C
357	Namkoong	Indi	Verde	Letter	8/24/2023	RTP Chapter 8			Y	Proposes that Chapter 8 include a pathway to fund thorough, comprehensive, ongoing research and analysis regarding the implementation of the RTP and the effects of various policy changes, housed at Metro or in partnership with independent experts such as those at Portland State University. This work should not rely solely on the analysis and reporting of project sponsors.	Metro staff recommendation under development.	TBD	C
358	O'Brien	Tara	TriMet	Letter	8/24/2023	RTP Chapter 8			Y	Update Chapter 8, Section 8.2.2.8, to add a reference to a working group, convened by Metro to advance climate goals. Also proposes including reference to the ongoing regional planning efforts to take advantage of federal Climate Pollution Reduction funds.	Amend as requested. In addition, staff has developed a new narrative within section 8.2.3 to describe the EPA Carbon Pollution Reduction Planning Grant work that Metro will lead on behalf of the region.	Y	C
359	O'Brien	Tara	TriMet	Letter	8/24/2023	RTP Chapter 8			N	Requests that more needs to be done in the 2040 Refresh (8.2.3.12) and Climate Smart Evaluation to evaluate and support local jurisdictions to ensure that transit supportive investments (safety, crossings, pedestrian environment, parking reductions and land use changes).	No change recommended. Comment noted and has been shared with staff coordinating the 2040 Growth Refresh described in Chapter 8 of the RTP.	N	C
360	Rosenthal	Gerritt	Metro Councilor	Email	8/4/23	RTP Chapter 8			Y	Create a table showing the Regional Programs from Chapter 8 within Chapter 2.	No change recommended. The regional programs defined in Chapter 8 are ongoing programs that are tracked in the Unified Planning Work Program (UPWP) approved by JPACT and the Metro Council each fiscal year.	N	C
361	Rosenthal	Gerritt	Metro Councilor	Email	8/4/23	RTP Chapter 8			N	Notes that the RTP does not discuss the constraints that 2040 growth concept places on the regional programs, nor how this concept affects large scale planning, nor the need to refresh the 2040 and the changes that have to be incorporated into the 2023 process.	No change recommended. These types of changes will be addressed in the upcoming 2040 Growth Concept Refresh process described in Chapter 8 of the RTP. These comments have been shared with Metro staff leading that project.	N	C
362	Rosenthal	Gerritt	Metro Councilor	Email	8/4/23	RTP Chapter 8			N	Clarify how section 8.2.2 (Regional programs) relates to 8.2.3 (Regionwide planning).	No change recommended. Section 8.22 refers to ongoing programs led by Metro on behalf of region by Metro. Section 8.2.3 refers to one-time planning efforts of regionwide scale, which are led by Metro staff or other agencies.	N	C
363	Rosenthal	Gerritt	Metro Councilor	Email	8/4/23	RTP Chapter 8			N	Expresses skepticism that urban high speed rail will ever be practical.	No change recommended. Comment noted.	N	C
364	Savas	Paul	Clackamas County Coordinating Committee	Letter	8/3/23	RTP Chapter 8			Y	Requests that the RTP include ways to ensure adequate charging infrastructure is in place during gas to electric vehicle transition.	Amend as requested.	Y	C

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365	Stevens	Frank	Community member	Online Comment Form	8/25/23	RTP Chapter 8			Y	Amend Chapter 8 to add and fund a process in which impacted community members can help prioritize and give feedback on the implementation of these projects. Chapter 8 should also include language that advocates for resources that enable Metro staff to continue to develop a more robust project-level evaluation to inform acceptance and prioritization of the projects across goal areas.	Metro staff recommendation under development.	TBD	C
366	Utaski	Burgin	The Street Trust	Public hearing testimony	7/27/2023	RTP Chapter 8			Y	Community voices deserve action and accountability – not just be heard. Update Chapter 8 to develop work going forward with marginalized communities refine to address community equity and accessibility concerns being raised through this process.	Metro staff recommendation under development.	TBD	C
367	Valentine	Dyami	Washington County Staff	Email	8/24/2023	RTP Chapter 8			Y	Recommends a more comprehensive revisit of the 2040 Growth Concept to better reflect our growing communities. 2040 Growth Concept as mapped does not adequately reflect the past 30 years of development and needs a significant refresh. Changing dynamics in growth patterns including the relative importance of regional centers and new urban growth areas is not adequately captured.	No change recommended. The 2040 Refresh is already included as future work in Chapter 8 of the RTP. While Metro staff are excited around the momentum behind that work, it is also important to note that the concept has been updated through processes as new centers have been designated by local jurisdictions and with new information as buildable lands inventories (and inversely information about development) have been completed by local jurisdictions. However, this comment has been noted and has been shared with staff coordinating the 2040 Growth Concept Refresh.	N	C
368	Valentine	Dyami	Washington County Staff	Email	8/24/2023	RTP Chapter 8			Y	Expresses that mobility corridors are both important but problematic for Washington County as some regionally significant needs are not reflected by any corridor. The descriptions in the draft need to be updated/refined based on current/on-going efforts including: •Westside Multi-Modal Study •Combined Hillsboro and Washington County staff comments are being submitted separately. •Tualatin Valley Highway Transit Project – I understand this is being updated and we will be able to review/edit when available.	Amend as requested to include updated information on the Westside Multimodal Study and the TV Highway transit project.	Y	C
369	Valentine	Dyami	Washington County Staff	Email	8/24/2023	RTP Chapter 8			Y	Expresses that based on the throughway mobility performance suggest adding mobility corridor #12 (Beaverton-Tigard) to mobility corridor #3 (Tigard-Wilsonville) as part of future corridor refinement planning. Much of the demand on I-5 comes to/through/from the Beaverton-Tigard area and potential transportation solutions includes the throughway (OR 217) and transit, SW Corridor and WES in particular.	Amend as requested to create a Tigard-Wilsonville Mobility Corridor. Metro recognized the need for a corridor refinement plan in this area.	Y	C
370	Valentine	Dyami	Washington County Staff	Email	8/24/2023	RTP Chapter 8			Y	Recommends adding a new mobility corridor between Sherwood and Hillsboro. Based on our urban reserves transportation study this part of Washington County is expected to grow significantly over the next 20 years. These new communities need to be served by all modes and require infrastructure of all types, including new roads and bridges.	No change recommended. The RTP doesn't recognize it as an urban travel corridor because it is outside the Urban Growth Boundary and Metropolitan Planning Area. The long term travel needs in this corridor were addressed by LUTRAQ study in 1997.	N	C
371	Valentine	Dyami	Washington County Staff	Email	8/24/2023	RTP Chapter 8			Y	Suggests Chapter 8 work to highlight more prominently the growing importance at the regional and local level to assess and address electric vehicle charging infrastructure needs.	Amend as requested.	Y	C

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372	Valentine	Dyami	Washington County Staff	Email	8/24/2023	RTP Chapter 8			Y	Expresses appreciation for the efficient use of standing committees to work through some of the technical and policy issues. However, there are some issues that may have benefitted from more focused technical review, discussion, and feedback. Specifically assumptions around pricing, climate change/GHG and some of the project assessment work. Recommend outlining, perhaps as part of Chapter 8, the process for how you anticipate engaging community and regional partners during the next RTP update.	Amend as requested.	Y	C
373	Vannatta	JC	TriMet	Letter	8/24/2023	RTP Chapter 8			Y	The expansion of transit will not work to increase transit ridership without improvements to safety, crossings, pedestrian environment, parking reductions and land use changes. As part of the 2040 Refresh (8.2.3.12) and Climate Smart Evaluation we need to do more to evaluate and support local jurisdictions to ensure that transit supportive investments are happening in our centers and along corridors, otherwise transit ridership won't grow. Transit-supportive actions in our centers and corridors and urban expansion areas to support future growth needs to be more of a priority in order for transit to be successful, and to reduce our emissions. This planning effort, paired with TriMet's own Forward Together 2.0 bus network planning, will help set expectations about what types of transit service may be most feasible and affordable across the Tri Met service network.	Metro staff recommendation under development.	TBD	C
374	Vannatta	JC	Trimet	Letter	8/24/2023	RTP Chapter 8			Y	Throughout the development of the HCT Strategy we acknowledged the challenges of assuming that transit projects could address the many needs of urban arterials and corridors. TriMet will begin development of an FX Plan to build on and complement the HCT Strategy. Through the FX2-Division, TV Highway and 82nd Avenue projects, TriMet and Metro have learned important lessons about what benefits Small Starts projects can feasibly deliver. We hope this will provide opportunities to work with partners in a coordinated way on this plan to more clearly identify the scope of FX projects and look to future corridors for development.	Metro staff recommendation under development.	TBD	C
375	Zdeb	Jess	Metro staff	Memo	8/25/2023	RTP Chapter 8			Y	Requests revisions identified by the TV Highway Safety and Transit Project team. The corrections are proposed to enhance clarity and update likely implementation actions to reflect current planning efforts that have superseded prior project work.	Amend as requested.	Y	C
376			ODOT Region 1	Online Comment Form	8/8/2023	RTP Chapter 8	10866	I-5 Interstate Bridge Replacement Program	Y	Revise section 8.3.1.1 IBR program as follows: p.61 first bullet: "Constructing three through-lanes northbound and southbound throughout the program corridor with safety shoulders and the addition of one auxiliary lane in each direction across the Columbia River Bridge." fifth bullet: "Variable rate toll on the facility motorists using the river crossing to manage demand and generate revenue for construction and facility operations and maintenance."	Amend as requested.	Y	C

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377			ODOT Region 1	Online Comment Form	8/8/2023	RTP Chapter 8	10866	I-5 Interstate Bridge Replacement Program	Y	Revise section 8.3.1.1 IBR program as follows: p.61 sixth bullet: "A commitment to establish a <u>evaluate</u> GHG associated with the program and develop strategies to improve outcomes reduction target relative to regional transportation impact..." 7th bullet: "...The Program also commits to measurable and actionable equity outcomes and to the development of a robust set of programs and improvements that work with community partners to develop benefits for the local community that will be defined in Community Benefits Agreement. "	No change recommended. The language in the draft 2023 RTP was adopted on May 27, 2022 by JPACT and the Metro Council by Resolution No. 22-5273 as part of endorsing the modified locally preferred alternative recommendation and IBR Program commitments.	N	C
378			TPAC	TPAC 7/7	7/7/2023	RTP Chapter 8			Y	Update Section 8.2.2.1 Civil Rights and Environmental Justice Program to acknowledge Metro's public engagement guide will be updated in 2023, Metro's Strategic Plan to Advance Racial Equity, Diversity and Inclusion plan will be updated in 2023-24; to call for these and other efforts to continue building partnerships with community organizations and improving community engagement practices to support deeper, ongoing engagement of community in advance of the next RTP update; and to revise last sentence to read "Through the 2017-18 fiscal year, four departments are developing Metro continues to implement department-level racial equity plans to reach the goals of the racial equity strategy: Planning and Development and Research, Parks and Nature, Property and Environmental Services and the Oregon Zoo."	Amend as requested.	Y	C
379			TPAC	TPAC 7/7	7/7/2023	RTP Chapter 8			Y	Expand description in Section 8.2.2.8 Air Quality and Climate Change Monitoring Program to provide more information about the Carbon Reduction Program.	Amend as requested.	Y	C
380			TPAC	TPAC 7/7	7/7/2023	RTP Chapter 8			Y	Delete Section 8.2.3.1 Regional Mobility Policy Implementation Action Plan and add references to this work in Regional Transportation Functional Plan update (Section 8.2.3.11).	Amend as requested.	Y	C
381			MTAC	MTAC 7/19	7/19/2023	RTP Chapter 8			Y	Update Section 8.2.3.2 Transit Planning to add more specific planning activities such as Forward Together Part 2; Coordinated Transportation Plan for Seniors and People with Disabilities Update (due by 7/1/24), TriMet Fleet Electrification.	Amend as requested.	Y	C
382			TPAC	TPAC 7/7	7/7/2023	RTP Chapter 8			Y	Update Section 8.2.3.3 Connecting First and Last Mile: Accessing Mobility through Transit study to update the description to specifically look at serving UGB expansion areas and urban areas not currently served by transit.	Amend as requested.	Y	C
383			TPAC	TPAC 7/7	7/7/2023	RTP Chapter 8			Y	Update Section 8.2.3.12 2040 Refresh to provide an update description of this work and to remove detailed reference to Green Corridors beyond considering how they should be addressed as part of scoping the planning effort.	Amend as requested. See comment #345.	Y	C
384			TPAC	TPAC 8/4	8/4/2023	RTP Chapter 8			Y	Update Section 8.2.3 to add a description of the EPA Carbon Pollution Reduction Planning Grant work that Metro will lead on behalf of the region.	Amend as requested.	Y	C

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385			TPAC	TPAC 7/7	7/7/2023	RTP Chapter 8			Y	Restructure Chapter 8 of the RTP to provide a clearer call to action to advance safety, climate, equity, mobility and economic vitality goals in the RTP and move content to appendices when possible.	Amend as follows. (1) Update Section 8.1 to sharpen the introduction to focus on areas the region is falling short of RTP vision and goals and make a call to action for future planning and implementation activities (2) Rename Section 8.2.2 to be "Metro's Regional Programs that Support Local and Regional Implementation of the RTP" (3) Rename Section 8.2.3 to be "Region-wide Future Planning and Collaboration to Address Key Transportation Issues of Regional Concern" (4) Move Section 8.2.3.4 Steel Bridge Transit Bottleneck Study to refinement planning section (Section 8.2.4, which will be moved to appendix). (5) Move Section 8.2.3.5 Cascadia Corridor Ultra-High-Speed Ground Transportation Project Planning to refinement planning section, (section 8.2.4, which will be moved to appendix) (6) Delete Section 8.2.3.6 Equitable Development Strategies and integrate within investment areas program description and refinement planning section (Section 8.2.4, which will be moved to appendix); this work is part of ongoing investment areas planning work conducted by Metro. (7) Rename Section 8.2.4 to be "Data & Tools to Support Performance Based-Planning and Implementation" and move details of data and tools development to Appendix L. (8) Update and move Table 8.4 and Figure 8.4 summarizing future refinement planning to Section 8.2.2.11 Investment Areas Program. (9) Update refinement planning narratives in Section 8.2.4 to the extent possible. (10) Delete section (8.4.2.5 Multimodal Network Data) which is a duplicate of section 8.4.2.4. (11) Delete 8.2.3.13 Columbia Connects—development of the shared investment strategy has been completed and work now is focused on implementation through the investment areas program and other efforts (12) Rename Section 8.3 to be "Status of Current Major Projects" and move the section to new Appendix, except for Metropolitan Transportation Improvement Program (8.3.2). (13) Update Table 8.5 to add projects that received federal decisions, including: Oregon Passenger Rail Project, received federal record of decision on the final EIA on April 14, 2021 (14) Move Section 8.3.2 (Metropolitan Transportation Improvement Program) into Section 8.2 (Regional Programs) since this is an ongoing planning/MPO activity. (15) Rename Section 8.4 to be "Data & Tools to Support Performance Based-Planning and Implementation" and move details of data and tools development to Appendix L. (16) Add new narrative to Section 8.2 Regional Programs that draws from introductions of subsections of Section 8.4 to describe the ongoing work. (17) Delete section 8.4.2.5 Multimodal Network Data which is a duplicate of section 8.4.2.4	Y	C
386			ODOT Region 1	Online Comment Form	8/8/2023	RTP Chapter 8			Y	Revise table 8.5, first row of status column to add " <u>Planning funds allocated to restart bridge replacement efforts in 2019.</u> "	Amend as requested.	Y	C
387			ODOT Region 1	Online Comment Form	8/8/2023	RTP Chapter 8			Y	Amend references to Fremont and Marquam bridges within Section 8.2.3.8: "interstate <u>highway</u> bridges"	Amend as requested.	Y	C
388			ODOT Region 1	Online Comment Form	8/8/2023	RTP Chapter 8			Y	Update language in 8.2.3.12 2040 Refresh Coordination if available. It is out of date.	Amend as requested. See comment #345.	Y	C
389			ODOT Region 1	Online Comment Form	8/8/2023	RTP Chapter 8			Y	Revise fourth bullet of 8.3.4.2 (p.42) as follows: "Complete gaps in the I-205 multi-use path- including southernmost segment from Oregon City to Tualatin" to provide a continuous off-street active transportation route through the length of the mobility corridor."	No change recommended.	N	C
390	O'Brien	Tara	TriMet	Email	8/23/2023	RTP Executive Summary			Y	Add the current mode share for context - relative increase of 30% more transit riders (compared to the 2020 base year)	No change recommended. This section is a brief summary of Regional Transportation Plan performance which is focused on comparing the 2020 base year to the 2045 future year. Adding information about the current year here for just transit will likely be confusing.	N	C
391			ODOT Region 1	Online Comment Form	8/8/2023	RTP Executive Summary			Y	The first 2 arrows in the "RTP Climate + Air Quality Results: Key Metrics" graphic should not be the same value. The second arrow should reference "Household VMT" since it differs from how VMT is characterized elsewhere in the report. ODOT recommends revising the values and graphic.	Amend as follows: add the following text to the note accompanying the figure in question (which is on p. 30). "Range reflects RTP investments, throughway pricing, as well as additional pricing and revenue mechanisms included in the Statewide Transportation Strategy (see chart on next page). <u>GHG reduction results focus on changes in emissions associated with reduced VMT, consistent with state requirements.</u> "	Y	C

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392			ODOT Region 1	Online Comment Form	8/8/2023	RTP Executive Summary			Y	The 2023 RTP + Statewide Transportation Strategy Scenario in the graphic incorrectly assumes arterial pricing in the "State-led pricing actions" for the "2023 RTP + Statewide Transportation Strategy Scenario."	No change recommended. The figure in question does not refer to arterial pricing, only to "additional pricing and revenue mechanisms included in the STS."	N	C
393			ODOT Region 1	Online Comment Form	8/8/2023	RTP Executive Summary			Y	The "How does the RTP invest in climate?" graphic needs an explanation or definition for how projects are characterized as "high- or moderate-impact" climate pollution reduction strategies.	Amend as requested to add the following text to the sentence under "How does the RTP invest in climate?" (p.31): Roughly 30 percent of total RTP capital spending goes toward the high- or moderate-impact climate pollution reduction strategies <u>listed on page 29.</u> "	Y	C
394	Ford	Chris	ODOT Region 1	Letter	8/25/2023	RTP Glossary			Y	Revise the glossary definition of Auxiliary lane, as follows, "An auxiliary lane is the portion of the roadway adjoining the through lanes for speed change, turning, weaving, truck climbing, maneuvering of entering and leaving traffic, and other purposes supplementary to through-traffic. An auxiliary lane provides a direct connection from one interchange ramp to the next. The lane separates slower traffic movements from through traffic the mainline , helping smooth the flow of traffic and reduce the potential for crashes and is not intended to function as a general purpose travel lane. Auxiliary lanes add additional motor vehicle capacity. New or extended auxiliary lanes with a total length of one-half mile or more, or existing auxiliary lanes being considered for conversion to general purpose lanes through restriping, must be reviewed as provided under the Congestion Management Process (RTP Section 3.55) and OAR 660-012-0830 (unless exempted as provided by the rule). "	Amend as follows, "An auxiliary lane is the portion of the roadway adjoining the through lanes for speed change, turning, weaving, truck climbing, maneuvering of entering and leaving traffic, and other purposes supplementary to through-traffic. An auxiliary lane provides a direct connection from one interchange ramp to the next. The lane separates slower traffic movements from <u>through traffic the mainline</u> , helping smooth the flow of traffic and reduce the potential for crashes and is not intended to function as a general purpose travel lane. Auxiliary lanes add additional motor vehicle capacity. <u>New or extended auxiliary lanes with a total length of one-half mile or more, or existing auxiliary lanes being considered for conversion to general purpose lanes through restriping, must be reviewed as provided under the Congestion Management Process (RTP Section 3.55) and OAR 660-012-0830 (unless exempted as provided by the rule).</u> " As noted in other recommended actions, the original statement in the RTP that auxiliary lanes add motor vehicle capacity is consistent with guidance in the Highway Capacity Manual, as promulgated by FHWA in its Guide for Highway Capacity and Operations Analysis of Active Transportation and Demand Management Strategies.	Y	C
395	Valentine	Dyami	Washington County Staff	Email	8/24/2023	RTP Glossary			Y	Diversion – is described as movement of trips from one facility to another due to pricing. Recommend adding that diversion is also due to movement of traffic from one facility to another due to congestion on the facility.	Metro staff recommendation under development.	TBD	C
396	Aldrich	Greg	Community member	Email	8/25/2023	RTP Overall			N	Expressed frustration with the lack of any carpool system which would more efficiently use existing freeway ROWs. Expressed frustration with the existing NB I-5 carpool lane - both its extent and limited hours of usage. Expressed support for converting the third lane on 6-lane freeways to either carpool only lanes or carpool/toll lanes.	Metro staff recommendation under development.	TBD	C
397	Aldrich	Greg	Community member	Email	8/25/2023	RTP Overall			Y	Expressed support for the RTP efforts to increase safety of people walking and biking, but noted that all actions don't need to be physical improvements. Expressed support the following to be included in the RTP: (1) PSAs and other reminders about stopping for peds in both marked and unmarked crosswalks. (2) Real enforcement for motorists not stopping when legally required. (3) Encourage Oregon DOT/DMV to require driver's license testing for every license renewal. The testing should include questions about peds/ bicycles / motorcycles as well as all the new driving laws passed in recent years.	Metro staff recommendation under development.	TBD	C

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398	Alnajjar	Mohanad	Unite Oregon, TV Highway Equity Coalition	Letter	8/25/2023	RTP Overall			Y	Metro must require transportation agencies to involve the communities impacted by their projects at all stages of planning, design and construction. Requests clear measures need to be in place to assess the extent to which diverse community members participated in these processes, including active partnership with community-based organizations and civic leaders to engage the diverse communities using multilingual, culturally sensitive tools. In addition, a more comprehensive approach to community engagement must be practiced to reach people who are not tech-savvy as well as those who cannot read or speak English. For the RTP update process, Metro should continue to engage everyone in the process and also to provide regular updates about the progress made beyond the public comment period.	Metro staff recommendation under development.	TBD	C
399	Brister-Smit	Allister	Community member	Online Comment Form	7/28/2023	RTP Overall			Y	Requested that transit be fareless.	No change recommended. This comment has been forwarded to TriMet for consideration as the agency sets fare rates. Additionally, Chapter 3 of the RTP includes Transit Policy 11 (see pages 3-122 to 123) to "Make transit affordable, especially for people with low incomes." Recent work by Transit Center and others have shown that for larger transit agencies the loss of revenue for removing fares could severely impact service- the top priority for most low-income riders and riders who rely on transit. For example, revenue from fares for New York's MTA is six times that of what is projected to come from congestion pricing. However, as studied and documented in Metro's 2022 Equitable Transportation Funding Research Report, it is important that fares are charged equitably. The policy above supports affordable fare for low-income riders and accessible programs for providing such fares to promote their use.	N	C
400	Bubenik	Frank	City of Tualatin	Letter	8/24/2023	RTP Overall			N	It is our observation that much of the new development is occurring in areas, like Urban Growth Boundary expansion areas, near the urban fringe with little to no transit service. Many of these areas are a good distance away from essentials like living-wage jobs and grocery stores, causing people to travel long distances, usually by car. While these areas are being built with densities that could support transit, there is typically no transit service when the homes become occupied, so people become set in driving habits, reducing the potential ridership to justify transit service under traditional metrics. RTP policies that make it more difficult for these residents to drive seem to hurt these residents and the region. If these areas are designed with residences, living-wage jobs, and other essentials in close proximity and adequate transit service from the beginning, new residents would be more likely to develop patterns of walking, biking, and transit ridership.	While development is happening across the region, far more growth is happening through infill and redevelopment in urban centers. The total number of housing units expected from the 2018 UGB expansion decision was 9,235. Since 2018, the City of Portland has issued permits for 28,955 units of housing. More broadly, 63% of household and 58% of job growth is anticipated in centers, station communities, existing neighborhoods, and corridors as compared to 20% and 4% respectively in urban reserve areas (with most of the remainder in employment areas and or undesignated areas/rural reserves). The urban portions of the region are where equity focus areas are overwhelmingly located, where only 8% of regional jobs were accessible by transit in 2020. In short, there are still many urban transit needs to be met to reach our regional transportation goals. Further, we know that to be successful and efficient transit needs supportive communities of 12.5 or more people and/or jobs per acre where there are levels of different types of travel activity. These density thresholds take more time to reach in areas where development is just starting rather than transt-ready areas where infill is occurring. That mix of uses is also an important part of neighborhood vitality and creating walkable and bikeable, as well as transit-accessible places supporting our regional climate and mobility goals and promoting a high quality of life. This is the reason the 2040 growth concept notes that "new neighborhoods are likely to have an emphasis on smaller single-family lots, mixed uses and a mix of housing types". Finally, beyond providing transit to those who rely on it, research by TransitCenter and others have indicated that the best way to encourage transit habit-forming is by ensuring access for youth (ideally before driving or owning a car). After that, research shows that mode shift is far more influenced by either economic incentives or convenience.	N	C

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401	Bubenik	Frank	City of Tualatin	Letter	8/24/2023	RTP Overall			N	The Draft RTP seems to miss important aspects of the connection between land use planning and transportation planning. A person's transportation mode choice is symptomatic of their context, i.e., where they are, the trip they need to make, and their destination. With much of the region having been built in a car-centric way, it is not practical to tell a person to just not drive when they have to go several miles to work, pick up groceries, and get the kids from day care, particularly in the many parts of the region, such as Tualatin, with little to no transit service. While the Region seems to be taking the approach that if traffic gets bad enough people will shift to walking/biking/transit, that shift is not practical for many trips in much of the region. If we expect people to use modes other than driving, they need to have key destinations nearby and/or transit service that goes where they want to go frequently enough that they can depend on it.	No change recommended. The RTP acknowledges the uneven distribution of travel options in the region in several places, notably the maps and text on pages 4-8 through 4-13 and the discussion of system completeness results for different subareas of the region in Chapter 7. As discussed in Section 3.2, an overarching policy in the RTP is to integrate transportation and land use planning as recommended in this comment so that more communities in the region develop the land use characteristics that are necessary to support a variety of transportation options. Chapter 8 describes a post-RTP update to the 2040 Growth Concept that will update the region's integrated vision for transportation and land use.	N	C
402	Faulkner	Chris	Clean Water Service	Email	8/25/2023	RTP Overall			N	Ensuring the need and opportunity to coordinate early with other agencies, especially regarding resources, stormwater, and other utilities, throughout the RTP.	No change recommended. No change proposed. Comment noted.	N	C
403	Iannarone	Sarah	The Street Trust	Letter	8/25/2023	RTP overall			Y	Requests that insights gathered from listening sessions with community members be integrated into the updated RTP, reflecting the needs and priorities of communities often overlooked, including the need for a more equitable transportation system, the need for a safer transportation system, and the need for greater multimodal mobility options.	Metro staff recommendation under development.	TBD	C
404	Johnson	Al	Community member	Email	8/25/2023	RTP Overall			Y	Expresses concern that the RTP is siloed in ways that insulate analysis and documentation of compliance with state transportation policy from compliance with state housing policy as expressed in Oregon's Needed Housing statutes, ORS 197.296, et seq., and statewide Housing Goal (LCDC Goal 10). This disconnection reinforces longstanding structural inequities documented in the record and reinforces barriers to federal Fair Housing statutes and implementing rules requiring Metro and its constituent jurisdictions to Affirmatively Further Fair Housing.	Metro staff recommendation under development.	TBD	C
405	Kitson	Michael	Community member	Online Comment Form	7/19/2023	RTP Overall			N	Commenter provided feedback that the public comment survey and online map were not conducive to providing feedback.	No change recommended. The public comment period for the 2023 RTP includes two new features to support a more accessible process: the online comment form and an online executive summary. The survey was designed to solicit input that can support decision-makers in the refinement of the RTP while also ensuring that people don't need to read the RTP in its entirety to provide their input. Metro will continue to evolve its engagement approaches, always striving to be more accessible and inclusive. Specific feedback and ideas from and members of the public are welcome.	N	C

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406	McCourt	Randy	Community member	Email	7/28/23	RTP overall			Y	Proposed greater emphasis be made through policy and programs to create opportunities (given the siloed nature of project management to be on-budget) to allow discretionary funds be available to achieve walking network needs which are missed or not-scoped with large projects so that efficient unit pricing can be used when construction is mobilized to advance the walking network for citizens (rather than re-mobilizing and losing cost efficiencies, permitting efficiencies and larger unit costs for smaller projects).	Metro staff recommendation under development.	TBD	C
407	Morgan	Brett	1000 Friends of Oregon	Public hearing testimony	7/27/2023	RTP Overall			N	No change proposed. Commented the RTP needs to: achieve VMT per capita reductions regardless of electrification of the fleet, prioritize safety in the near and long-term to support marginalized communities, and continue to advance implementation of the HCT strategy to take advantage of federal transportation funding. Expressed support for transit oriented development (TOD) and antidisplacement strategies noting that TOD is critical to meeting the RTP goals.	No change proposed. Comments noted.	N	C
408	Pierce	Scott	Community member	Online Comment Form	7/19/2023	RTP Overall			N	No change proposed. Supported investment in transit to implement the RTP network vision.	No change recommended. The RTP includes investments supporting implementation of the transit network vision.	N	C
409	Pinckard	Cory	Community member	Email	8/24/2023	RTP overall			Y	Expresses frustration about the decline in rail infrastructure in Oregon. Expresses displeasure regarding impact of cars, including electric-powered cars. . Advocates for: 1) subway beneath the Willamette River to address Steel bridge issues, 2) burying I-5 on the inner eastside to help the black community reclaim land it lost during its construction, 3) commuter rail - including expanding WES to Salem, 4)building the full SW Corridor light rail line with stations at Marquam Hill and PCC Sylvania, 5) transcontinental highspeed rail.	Metro staff recommendation under development.	TBD	C
410	Spragg	M	Community member	Online Comment Form	7/15/2023	RTP Overall			N	No change proposed. Expressed frustration with street design and political leadership in Portland.	No change recommended.	N	C
411	Streight	Chris	Community member	Online Comment Form	7/24/2023	RTP Overall			N	No changes proposed. Expressed frustration with traffic speeding and lack of funding dedicated to enforcement. Suggested that speeding tickets and fines can pay for enforcement, and that it is a lack of desire, not the opportunity to generate funding to cover the costs of enforcement that is the issue.	No change recommended. Comment noted.	N	C

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412	Valentine	Dyami	Washington County Staff	Email	8/24/2023	RTP Overall			Y	The glossary defines 'must' as "when used in the context of actions and policies must means there is a legal obligation or requirement to take the action or enact the policy. Must is often used interchangeably with shall. Also see should." There are 177 instances of 'should', 84 instances of 'must', and 27 instances of 'shall' in the RTP, many of which are directed at local government transportation system plan and project development requirements/compliance. In some cases (e.g. VMT/capita) the implementation details have not yet been fully thought through and/or worked out. Recommend reframing these compliance-related statements to in a way that suggests the details will be worked out and outlined in the update to the Regional Transportation Functional Plan (RTFP).	Metro staff recommendation under development.	TBD	C
413	Williams	Millicent	Portland Bureau of Transportation	Letter	8/24/2023	RTP overall			N	No change proposed. From a policy perspective, we are broadly supportive of the work to date, from the updated Vision, Goals and Objectives to the important ongoing work identified in Chapter 8 to ensure that we continue to actively refine our implementation of the updated Regional Mobility Policy and coordinate around pricing policies as the state and region work together to advance our work around congestion pricing and the future of transportation revenue and financial stability more broadly.	No change proposed. Comments noted.	N	C
414	Alderman	Zach	Community member	Email	8/25/2023	RTP Project List			Y	I am writing today to urge Metro to stop planning to fail and adopt the policy positions submitted by No More Freeways in their letter to Metro on August 15, 2023. I find it incredibly disheartening every time the City of Portland, Metro, County, State, and Federal governments claim there is not enough money to fix our existing transportation infrastructure so it stops killing 40,000+ Americans every year. It is not true. In reality, we keep spending enormous sums of money making our roads even more deadly by expanding auto centric projects. Every project under consideration by Metro to expand the number of VMT should be discarded immediately. Not only is it the wrong decision for the health and safety of our citizens, it is fiscally irresponsible. Auto centric infrastructure (regardless if the cars are gas or electric powered) costs more to maintain than any other form of transportation and will only grow our collective debt. Please stop spending the limited funds we have on projects that expand our negative ROI infrastructure that future generations will be unable to pay for.	Metro staff recommendation under development.	TBD	C
415	Aldrich	Greg	Community member	Email	8/25/2023	RTP Project List	11990	I-5 Boone Bridge and Seismic Improvement Project	Y	Expressed importance of I-5 Boone bridge and need to upgrade it for seismic needs and to minimize the accident bottleneck that occurs on and near the bridge. Requested that the RTP consider adding two more lanes that are physically separated from the NB and SB lanes so that traffic can be re-routed to those lanes when an incident causes closure to regular lanes - similar to the I-5 express lanes in Seattle.	Metro staff recommendation under development.	TBD	C

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416	Aldrich	Greg	Community member	Email	8/25/2023	RTP Project List			N	Expressed frustration there are not projects in the RTP to improve transit speed to travel across downtown and the Lloyd District. Noted that the existing Steel Bridge connection is often the cause of delays and it will most likely fail in a major earthquake. Expressed support a for a tunnel.	No change recommended. Near-term reliability through the Rose Quarter TC near the Steel Bridge for the Yellow Line are being analyzed as part of Project 10866: I-5 Interstate Bridge Replacement Program on the 2045 Financially Constrained list of the 2023 Regional Transportation Plan. The Steel Bridge Transit Bottleneck Study included in Section 8.2.3.4 of Chapter 8 will include consideration of additional complementary speed and reliability improvements for MAX lines that will continue to utilize the Steel Bridge following the tunnel improvement described in that future work for future. Additionally, there are many projects in downtown Portland and the Lloyd District that will support transit priority improvements supporting speed and/or reliability. Projects #12283 and #12284 are buckets of funds to be applied regionally as part of the Better Bus implementation program. Similarly, Project #12232 is a similar bucket of funding supporting Rose Lanes and other transit priority/speed improvements across the City of Portland specifically. Project #11833 will fund transit priority/speed improvements on inner North Portland Streets (N Vancouver, Williams, Mississippi). Projects #10302 and 12287 includes rapid bus or other high capacity improvements as well as priority treatments to maximize speed and reliability on the MLK corridor. Projects #11646 and #12308 include transit and other multimodal improvements on Broadway/Weidler and the Green Loop. Project #11102 will extend the streetcar from Lovejoy to Hollywood.	N	C
417	Aldrich	Greg	Community member	Email	8/25/2023	RTP Project List			Y	Recommends that the RTP include an I-5 / 99W Connector that starts at the current terminus of OR 18 at OR 219 in Newberg. Since ODOT has been developing the new portions of OR 18 as a limited access highway, it makes logical sense to make the connection to I-5 also limited access. OR 99W is already rapidly developing in the Sherwood area and traffic volumes are increasing. This development will likely continue in Clackamas, Washington and Yamhill Counties, making a high quality connection very critical long before 2045.	Metro staff recommendation under development.	TBD	C
418	Alnajjar	Mohanad	TV Highway Equity Coalition	Letter	8/25/2023	RTP Project List			Y	Expressed concern that more than 36% of the projects that are currently on the RTP list do not offer "Safety Benefits" and that it is unclear how transportation agencies will ensure projects that outline safety elements will address safety needs identified by the community. Requests continued community engagement be established as projects move forward and that safety projects, particularly along TV Highway be implemented as soon as possible .	Metro staff recommendation under development.	TBD	C
419	Alnajjar	Mohanad	Unite Oregon, TV Highway Equity Coalition	Letter	8/25/2023	RTP Project List			Y	Requested that the RTP process be designed to effectively reflect the needs in the region. Commented that certain factors, including availability of funds, makes the process challenging and complicated. Changes in the amounts and timeline of anticipated funding streams should not impact how needed projects are prioritized. Encouraged Metro to use community needs as the first prioritization criteria and adjust funding streams to meet those needs.	Metro staff recommendation under development.	TBD	C

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420	Alnajjar	Mohanad	Unite Oregon	Letter	8/25/2023	RTP Project List		Southwest Corridor	Y	Requested more investment in safety in southwest Portland. Expressed concern with construction of Southwest Corridor being on the Strategic Project list and the uncertainty this creates for other projects in the area that will improve safety and access to transit, including Barbur Crossroads, Taylor's Ferry Road sidewalks, and redevelopment of the Barbur Transit Center into a multicultural center with affordable housing.	Metro staff recommendation under development. This comments has been shared with the city of Portland staff for consideration.	TBD	C
421	Asbell	Valerie	Community member	Online Comment Form	8/8/2023	RTP Project List			Y	Increase frequency on transit line 16 in the future.	No change recommended. While TriMet is the agency responsible for service planning, the 2023 RTP 2030 and 2045 Financially Constrained Project List implement Forward Together which discontinues Route 16 but extends Route 15 along the same northern route to St. Johns. Route 15 generally has 30 minute frequencies which is much higher than the 60+ minute headways for the 16 currently.	N	C
422	Aye	Sanda	African Youth Community Organization (AYCO)	Online Comment Form	8/24/23	RTP Project List			N	Expresses support for more shelters and better sanitation at transit stops.	The 2023 Regional Transportation Plan includes projects #11331 and #11230 in the 2030 and 2045 Financially Constrained Project Lists respectively to include improvements to stops (including shelters) and access to those stops by walking or bicycling. Transit Policy 1 (Provide a high-quality, safe and accessible transit network that makes transit a convenient and comfortable transportation choice for everyone to use.) in Chapter 3 of the RTP also supports creating a transit system that is comfortable to use (including clean). This Comment has also been forwarded to Trimet for consideration in implementation of operations and maintenance funding.	N	C
423	B	James	Community member	Online Comment Form	7/28/2023	RTP Project List			N	No change proposed. Noted needs for expanded and increased bus service in Gresham.	No change recommended. As the agency responsible for service planning, TriMet's Forward Together service concept includes new frequent service on line 87 and new service on 201st (future line 98), Glisan (future line 19) and Sandy (future line 24) in Gresham. This comment has been forwarded to TriMet for consideration. Further, the future transit network envisioned in the Regional Transportation Plan, built from TriMet's future service enhancement plans, includes frequent service on Sandy and 242nd/Hogan and high capacity transit (fast and frequent) on Stark, Halsey, Powell, 181st/182nd and Kane.	N	C
424	Bachhuber	Stephen	Community member	Email	8/9/2023	RTP Project List	10307	Holgate Boulevard from McLoughlin to 92nd Street	Y	Proposes that the cost estimate for this project (\$5.5 million) should be increased because it does not seem adequate. This project aims for walking and biking improvement, with enhanced pedestrian crossings, bus stop improvements, lighting, bike network improvements, and also signal upgrades and streetpaving improvements. Inner Holgate remains dominated by freight traffic, and safety proposals are inadequate.	No change recommended. The cost of project #10307 is consistent with the estimate in the City of Portland's Transportation System Plan which envisioned these improvements. This comment has been forwarded to the City of Portland for consideration.	N	C
425	Bachhuber	Stephen	Community member	Email	8/9/2023	RTP Project List	12095	Safety & Operations Projects 2023-2030	Y	Notes that McLoughlin Boulevard is an "orphan" urban arterial highway governed by ODOT which doesn't function as intended and is badly in need of total redesign. This project intends to correct some of the neglected functions of this corridor, aside from the throughput of vehicles. It is not intended to add capacity, but to enhance safety and operations. Speed, redlight cameras and sound walls should be part of this project.	Metro staff recommendation under development. Earlier this year, ODOT worked with local agency partners to identify numerous improvements to McLoughlin Boulevard. Details can be found here https://www.oregon.gov/odot/projects/pages/project-details.aspx?project=MBSI ODOT will work to implement the recommendation, likely under the RTP Project 12095 Safety & Operations. This comment has been forwarded to ODOT staff for consideration for RTP project 12095 "Safety & Operations Projects 2023-2030".	TBD	C

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426	Bachhuber	Stephen	Community member	Email	8/9/2023	RTP Project List	10259, 12229	Inner Powell Corridor	Y	Proposes that a dedicated bus lane from the Ross Island Bridge to Cesar Chavez Blvd., be included in the Inner Powell Corridor. Proposes that speed cameras should be included in this project - most fatalities are linked to high speed. Powell Boulevard safety takes a back seat to commuter traffic.	Metro staff recommendation under development. This comment will be forwarded to City of Portland and TriMet for consideration in RTP projects 10259 and 12229, and in RTP project 12035 ETC: SE Powell Blvd Transit Project for the 2023-2030 time-period is for planning, design and improvements for regional enhanced transit project.	TBD	C
427	Bayer	Bridget	Community member	Online Comment Form	8/15/2023	RTP Project List	12311	Frog Ferry	N	Expressed support for passenger ferry service in the City of Portland.	No change recommended. This project is currently identified in the Financially Constrained RTP project list as a pilot project (#12311).	N	C
428	Bayless	Christian	Community member	Online Comment Form	7/14/2023	RTP Project List			N	No change recommended. Asked about plans for express trains and expressed desire for more park and rides.	No change recommended. This comment has been forwarded to TriMet for consideration. The Regional Transportation Plan does include several projects for adding, expanding and/or enhancing park & ride facilities: 10807, 10988, 12253, 12079, 11110, 11594 and 11411.	N	C
429	Bladholm	Susan	Frog Ferry	Council testimony	7/10/2023	RTP Project List	12311	Frog Ferry	N	No change proposed. Expressed support for Frog Ferry passenger ferry service project.	No change recommended. This project is currently identified in the Financially Constrained RTP project list as a pilot project (#12311).	N	C
430	Bolen	Glen	ODOT Region 1	Online Comment Form	8/7/23	RTP Project List	11402	I-5 Northbound: Auxiliary Lane Extension Nyberg to Lower Boones Ferry -	Y	ODOT is providing the Metro requested additional project detail for the I-5 additional northbound lanes from the Nyberg St entrance ramp to the Lower Boones Ferry Rd entrance ramp.	No change recommended yet. Metro staff is developing options to discuss with ODOT.		C
431	Bolen	Glen	ODOT Region 1	Online Comment Form	8/7/23	RTP Project List	11583	I-5 Northbound: Lower Boones Ferry to Carman Auxiliary Lane Extension - Phase 3	Y	ODOT is providing the Metro requested additional project detail for the I-5 additional northbound lanes from the Lower Boones Ferry Rd entrance ramp to the Carmen Drive entrance ramp.	No change recommended yet. Metro staff is developing options to discuss with ODOT.		C
432	Bolen	Glen	ODOT Region 1	Online Comment Form	8/7/23	RTP Project List	11984	I-5 Southbound Truck Climbing Lane from Marquam Bridge to Multnomah	Y	ODOT is providing the Metro requested additional project detail for the I-5 additional southbound climbing lane from Hood Avenue entrance ramp to Terwilliger Blvd. exit ramp.	No change recommended.	N	C
433	Bolen	Glen	ODOT Region 1	Online Comment Form	8/7/23	RTP Project List	11988	OR 217 Southbound Braided Ramps Beaverton-Willamette Highway to	Y	ODOT is providing the Metro requested additional project detail for the OR 217 southbound braided ramps from OR 217 exit to Allen Blvd., and B-H Hwy. to OR 217 entrance.	No change recommended.	N	C
434	Bolen	Glen	ODOT Region 1	Online Comment Form	8/7/23	RTP Project List	11989	Northbound Braided Ramps I-205 to Nyberg	Y	ODOT is providing the Metro requested dimensional specifics for the I-5 northbound braided ramps (RTP 11989) from I-205 SB to I-5 NB and from I-5 NB to Nyberg Road exit.	No change recommended.	N	C

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435	Bolen	Glen	ODOT Region 1	Online Comment Form	8/7/23	RTP Project List	11990	I-5 Boone Bridge	Y	Add the following to the description for project 11990: "Conduct preliminary engineering and right of way work to address congestion, safety, and the seismic resiliency of Interstate 5 in the vicinity of the Boone Bridge. The project will replace Boone Bridge with a seismically resilient structure, and On I-5 SB it will preserve three existing through lanes and add an auxiliary lane on SB+5 from the Wilsonville Road <u>on-ramp</u> to the Wilsonville-Hubbard Highway (OR 551) off-ramp, approximately 0.8 miles, to address crashes due to short merging distances, closely spaced interchanges and frequently congested conditions both on and just south of the Boone Bridge. On I-5NB it will preserve the three existing through lanes and the recently extended current-NB-auxiliary lane from the Wilsonville-Hubbard Highway (OR 551) to the Wilsonville Road on-ramp. <u>While no additional lanes will be added on I-5 NB, both the inside and outside shoulders will be widened to the standard 12-foot width.</u> Bike/ped access will be determined. A portion of the project is outside the designated urban growth boundary."	Amend as follows: "Conduct preliminary engineering and right of way work to address congestion, safety, and the seismic resiliency of Interstate 5 in the vicinity of the Boone Bridge. The project will replace Boone Bridge with a seismically resilient structure, and On I-5 SB it will preserve three existing through lanes and add an auxiliary lane on SB+5 from the Wilsonville Road <u>on-ramp</u> to the Wilsonville-Hubbard Highway (OR 551) off-ramp, approximately 0.8 miles, to address crashes due to short merging distances, closely spaced interchanges and frequently congested conditions both on and just south of the Boone Bridge. On I-5NB it will preserve the three existing through lanes and the recently extended current-NB-auxiliary lane from the Wilsonville-Hubbard Highway (OR 551) to the Wilsonville Road on-ramp. <u>While no additional lanes will be added on I-5 NB, both the inside and outside shoulders will be widened to the standard 12-foot width.</u> Bike/ped access and transit access and transportation demand and traffic access management strategies for the project will be determined as part of additional analysis on travel patterns and demand and land use and equity impacts. A portion of the project is outside the designated urban growth boundary." This will require a change to the I-5 Wilsonville Facility Plan and will potentially be subject to new RTP policy requirements for auxiliary lanes and facility planning being considered as part of this update.	Y	C
436	Bradley	Mark	Hospitality	Online Comment Form	7/19/2023	RTP Project List			Y	Widen 185th to between five and nine lanes north of Farmington Road and to three lanes south of that to Bany.	No change proposed. Currently 185th Avenue is classified as a minor arterial north of Highway 26 and South of Tualatin Valley Highway and a major arterial in-between in the regional motor vehicle network. The motor vehicle policy framework for arterials is a typical capacity of 2 to 4, but up to 4 lanes (plus turn lanes). Washington County's Transportation System Plan currently plans for 4 to 5 lanes for 185th except Between Cornell Road and Rock Creek Boulevard (6-7 lanes) and south of Farmington (2 to 3 lanes). Adding motor vehicle capacity beyond the planned system is subject to the regional Congestion Management Process and statewide Transportation Planning Rules. Projects #11480 and # 12061 are proposed in the 2045 Financially-Constrained investment strategy which would widen 185th Avenue from Kinnaman to Farmington from 2 to 3 lanes and add turn lanes between Farmington and Gassner. The Washington County TSP identifies a refinement area to study the 185th Ave./Hwy 26 interchange area and improvements to other corridors are anticipated to help address continued traffic growth.	N	C
437	Bradley	Mark	Hospitality	Online Comment Form	7/19/2023	RTP Project List			Y	Widen Tualatin Valley Highway to 7 lanes.	No change recommended. Currently Tualatin Valley Highway as a major arterial in the regional motor vehicle network. The motor vehicle policy framework for major arterials is a capacity up to 4 lanes (plus turn lanes). Tualatin Valley Highway is also a Tier 1 High Capacity Transit (HCT) corridor and currently under study to determine the most appropriate transit investment. Washington County's Transportation System Plan includes a strategy to preserve additional right-of-way through development so as to not preclude a future business access and transit lane in the westbound direction, and to not preclude bus pullouts in the eastbound direction for HCT uses. Adding motor vehicle capacity beyond the planned system is subject to the regional Congestion Management Process and the Oregon statewide Transportation Planning Rule.	N	C

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438	Bradley	Mark	Hospitality	Online Comment Form	7/19/2023	RTP Project List			Y	Consider a new project to make Farmington and Canyon Road into a couplet with a BAT lane on Farmington.	No change recommended. Canyon and Farmington are both designated as transit corridors in the City of Beaverton's Transportation System Plan. There is also ongoing study considering improved active transit options and access to transit for OR 8/Canyon Road through the Tualatin Valley Highway transit project. This comment has been forwarded to the City of Beaverton for consideration as part of the forthcoming Transportation System Plan update, particularly for designation of a transit-only lane.	N	C
439	Bradley	Mark	Hospitality	Online Comment Form	7/19/2023	RTP Project List			N	No change proposed. Requests a train horn quiet zone and grade separation for all railroad crossings (beyond 185th Avenue).	No change proposed. Local jurisdictions may work with the Federal Railroad Administration to establish a train horn quiet zone, something the City of Beaverton has proposed as part of project #12120 between 5th and Hocken coupled with safe crossing improvements in the 2030 Financially-Constrained investment strategy for the 2023 Regional Transportation Plan. The City also also proposed railroad crossing improvements like project #12127 for railroad crossing safety improvements also in the 2030 Financially-Constrained investment strategy. Washington County has proposed project #11045 which reflects local support for grade separation of the 185th Avenue MAX crossing at Baseline. However, grade separation is costly to implement and must be balanced with other local priorities. The City of Portland recently received a federal grant to study solutions to blocked rail crossings in the city's central eastside and inner southeast areas. However, this comment has been forwarded to the Washington County, and the Cities of Beaverton and Portland for consideration as part of future Transportation System Planning activities.	N	C
440	Bradley	Mark	Hospitality	Online Comment Form	7/19/2023	RTP Project List			Y	Expressed the need for pedestrian environment improvements including crossings and pedestrian signal improvements on Hall and Watson Boulevard.	The 2023 Regional Transportation Plan includes project # 10646 in the 2030 Financially-Constrained investment strategy to make pedestrian safety improvements on Watson and Hall Boulevard between Cedar Hills and Allen. This comment has been forwarded to the City of Beaverton to consider including crosswalks and signal upgrades as part of the project description.	Y	C
441	Bradley	Mark	Hospitality	Online Comment Form	7/19/2023	RTP Project List			N	No change proposed. Expresses that the Farmington/Lombard intersection needs improvement due to the train crossing.	No change recommended. There is work underway as part of the Tualatin Valley Highway Transit Project to develop a rapid bus project including access improvements. However, this comment has been forwarded to the City of Beaverton for consideration as part of the forthcoming Transportation System Plan update.	N	C
442	Brister-Smith	Allister	Community member	Online Comment Form	7/28/2023	RTP Project List	11879	Sullivan's Gulch Trail, Segment 3	N	No change proposed. Expressed support for building the trail and frustration with Union Pacific's use of the right of way.	No change recommended. The project (11879) will continue to be part of the 2023 Regional Transportation Plan and the City anticipates construction in the 2031-2045 period. Comment has been shared with City of Portland staff.	N	C
443	Brister-Smith	Allister	Community member	Online Comment Form	7/28/2023	RTP Project List	11985	I-205 Multi Use Path	Y	Proposed change to improve street crossings of the I-205 MUP in the Flavel area as soon as possible. RTP project #11985 improves crossings along the path from the Northern terminus to the Clackamas Town Center, but is proposed for the 2031-2045 time-period.	Metro staff recommendation under development. ODOT's list of projects within the 2023 RTP is largely the same as it was in the 2018 RTP. The completion of a few projects provided room to bring just a few projects forward from the Strategic to the constrained list. This comment has been forwarded to the Oregon Department of Transportation for consideration.	TBD	C
444	Brister-Smith	Allister	Community member	Online Comment Form	7/28/2023	RTP Project List	11992	I-205 Operational Improvements	Y	Requested throughway capital for projects adding lanes be redirected to other projects including throughways operation and maintenance.	No change recommended. This project is on the 2045 Strategic Project List and does not add capacity to the throughway system.	N	C
445	Brister-Smith	Allister	Community member	Online Comment Form	7/28/2023	RTP Project List	12261	MAX Blue Line Station Rehabilitation	N	No change proposed. Expressed support for MAX Blue Line Station Rehabilitation project.	No change recommended. This project is currently identified in the 2030 Financially Constrained RTP project list.	N	C

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446	Cooksey	Elizabeth	Community me	Online Comment Form	7/30/2023	RTP Project List			N	No change proposed. Expressed support for the investment strategy, particularly for transit.	No change recommended. Comment noted.	N	C
447	Cooney	Amy	East Columbia Neighborhood	Email	8/28/2023	RTP Project List	10337	Marine Dr & 33rd Intersection Improvements`	Y	Noted that the RTP Project (10337) to improve Marine Dr/33rd intersection is costly and long-term (2031-2045). This intersection could benefit from cheaper / short-term / neighborhood-approved solutions such as: speed limit reduced to 20mph (immediately), speed bumps (similar to what is used on NE 13th), and a shared roadway with biking/walking path.	Metro staff ecommendation under development. This comment has been shared with City of Portland staff.	TBD	C
448	Cota	Nicolas	Community me	Online Comment Form	8/21/23	RTP Project List	10180	Sandy Blvd Corrid	Y	Requests that the Sandy Blvd Corridor Safety Improvements be prioritized to create a much-needed major bikeway that can connect Outer NE Portland to downtown.	Metro staff recommendation under development. This comment has been forwarded to the City of Portland for consideration of whether this project could shift forward into the 2030 Financially Constrained project list for the 2023 Regional Transportation Plan.	TBD	C
449	Cota	Nicolas	Community me	Online Comment Form	8/2/23	RTP Project List	10315	Cesar Chavez Corridor Improvements	Y	Expressed support for Lombard/Cesar Chavez HCT project that includes a bus priority lane on 39th.	No change recommended. This comment has been forwarded to regional partners for consideration in future planning and project development work. This project is currently identified in the Financially Constrained (#12034 for Better Bus) and Strategic (#12288) for high capacity transit) RTP project lists. A bus priority lane would be one of the treatments considered in developing the project as part of the locally-preferred alternative and its implementing design undertaken as part of the corridor planning process.	N	C
450	Cota	Nicolas	Community me	Online Comment Form	8/21/23	RTP Project List	10866	I-5 Interstate Bridge Replacement Program	Y	Requests the IBR team commit to right-sizing the project before being able to access funding that otherwise should be spent to make our roads safer and alternative modes more accessible.	No change recommended. This project has been identified as a priority by the Oregon Legislature and has committed funding through HB 2017 and other legislative actions. In addition, in 2022 JPACT and the Metro Council by Resolution No. 22-5273 as part of endorsing the modified locally preferred alternative recommendation and IBR Program commitments. This comment has been forwarded to ODOT for further consideration in the NEPA process that is underway.	N	C
451	Cota	Nicolas	Community me	Online Comment Form	8/21/23	RTP Project List	11647	Halsey/I-205 Overcrossing Trail	N	No change proposed. Expresses support for project. This is a much needed critical connection between Inner and East Portland for people travelling without a car and who may be bike-dependent. This project would greatly improve the safety of people who bike in the area as well as reduce the barrier for people travelling between Inner and East Portland.	No change recommended. Expresses support for the project which is included in the near-term 2030 Financially Constrained Project List.	N	C
452	Cottingham	Steven	Community me	Online Comment Form	7/31/2023	RTP Project List	11831	US 26 multi use path	Y	Expressed support fo the project and disappointment that this project is scheduled for the latter time period in the plan - 2031-2045	Metro staff ecommendation under development. This comment has been shared with City of Portland staff.	TBD	C

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453	Craig	Thomas	Community member	Email	8/25/2023	RTP Project List			Y	Thank you for your work in detailing so many of the needed investments our communities need to move forward sustainably in the coming decades. I want to provide the feedback that much more work and revision is needed to align the RTP with our regional goals of leading the fight against climate change, promoting equity for all our community members, and ensuring the safety of people getting around in their daily life. We are planning to fail. We are planning to expand highways, provide double left and right turn lanes, and add 3rd turning lanes, while discussing a paltry vision to provide a 'high capacity transit' network that will only marginally improve access for nondrivers. We are planning to continue the status quo of fostering a built environment where getting around without a car is technically possible, but often practically inconvenient, disparaging, and dangerous. We need a plan for removing highways, covering others, shrinking roads to double and triple the width of sidewalks, adding bus and bike lanes, buses on nearly every road, sidewalks on every road and then some, and of course the land use policies to complement those changes. We need a plan that lives up to our values and aims for success. We can write that plan and give everyone the opportunity to choose their own ways to get around. But we need to make that choice first. Please choose to lead us forward. Please revise the RTP to align with our community's stated goals.	Metro staff recommendation under development.	TBD	C
454	D'Amico	Andrea	Stop 882 Alliance	Email	7/16/2023	RTP Project List		Tile Flat Road Extension	N	Ordinance 882 is currently being considered by the Washington County Board of Commissioners, with plans to vote on it in October 2023. The Ordinance would extend Tile Flat Road from Scholls Ferry Road to Roy Rogers Road thru land inside and outside the urban growth boundary (UGB). Is there a traffic study supporting the extension of Tile Flat to be tied into these RTP projects: RTP 12184 Tile Flat Road north interim and RTP 11915 Scholls Ferry Road (both for 2030) and RTP 12182 Grabhorn road intersection improvements RTP 11919 Tile Flat road south (both for 2045)?	No change recommended. This comment was forwarded to Washington County staff who provided the commenter with the requested traffic analysis and findings. County staff further explained that the currently identified 2023 RTP projects submitted by Washington County for this area were based on a 20-year growth forecast and were determined to be needed without the Tile Flat Rd extension. The County has identified a need for the Tile Flat Road extension through the Cooper Mountain Transportation Study and the Urban Reserves Transportation Study and are working through the hearings process with the Board of Commissioners. The Tile Flat Road extension will not be considered for inclusion in the RTP until it is adopted into the County TSP.	N	C
455	Dant	Erik	Community member	Online Comment Form	7/24/2023	RTP Project List	10866 and 11	IBR and Rose Quarter	Y	Remove project 10866 and replace it with a project for a transit, bicycle and pedestrian-only bridge connecting Portland and Vancouver.	No change recommended. These projects have been identified as a priority by the Oregon Legislature and have committed funding through HB 2017 and other legislative actions. In addition, in 2022 JPACT and the Metro Council by Resolution No. 22-5273 as part of endorsing the modified locally preferred alternative recommendation and IBR Program commitments. This comment has been forwarded to ODOT for further consideration in the NEPA processes that are underway.	N	C

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456	Deiss	Eileen	SWNI	Online Comment Form	8/5/23	RTP Project List	10567	Roads +Bridges/2045 Project list	Y	Expressed concern about traffic volume and speed impacts due to implementing this project/roadway connection and asked that traffic control, pedestrian and bicycle path and crosswalks be included.	No change recommended. The Regional Transportation Plan motor vehicle network establishes the vision for throughways and major and minor arterials, while collectors and neighborhood routes are designated in local Transportation System Plans like the one adopted by Washington County and guided by the Regional Transportation Functional Plan for connectivity and other elements. The Taylor's Ferry extension has been on the Washington County TSP since 1988 as a needed connectivity improvement consistent with the requirements of the Regional Transportation Functional Plan and Oregon's Transportation Planning Rule. This comment has been forwarded to Washington County staff for consideration in future planning and project development work.	N	C
457	Dillman	Paul	Community member	Online Comment Form	8/10/2023	RTP Project List			N	Expressed support for funding roadway maintenance and opposition to bicycle capital funding.	No change recommended. The 2023 Regional Transportation Plan 2045 Fiscally-Constrained Project List contains \$15.4 billion for operations and maintenance on roads and throughways with another \$19.2 billion for other roadway and throughway capital investments (expansion). \$3.1 billion is included for both walking and bicycling investments which are an important part of the transportation network and ensuring access to transit which are critical to meeting regional climate, equity and mobility goals.	N	C
458	Dunn	Logan	Community member	Online Comment Form	7/22/2023	RTP Project List			N	No change proposed. Expressed support for Corridor C2 Tigard to Sherwood via Hwy 99W Corridor within the High Capacity Transit Strategy network vision with light rail on the highway and commuter rail on the existing rail tracks. Requested a local bus loop connecting to TriMet routes serving Tualatin and Portland.	No change recommended. Corridor C2 is included in the HCT Strategy vision. While a representative mode and route chosen for analysis and modeling purposes, whether a connection will be implemented as light rail, commuter rail or rapid bus and the exact alignment will be determined as part of the corridor planning process. Local bus or shuttle planning is generally conducted by transit agency providers (like TriMet and/or the counties), which is currently underway as part of the Washington County Transit Study and will continue as part of Forward Together 2.0 next year. As such, this comment has been forwarded to TriMet for consideration. Additionally, as outlined in Chapter 8, Metro will also begin a study next year to identify service and coordination gaps specific to the Metro region, especially for suburban areas of the region and regional parks, document the range of potential solutions and explore innovative ways to improve transit access and convenience for users.	N	C
459	Edgar	Paul	Oregon City	Email	8/19/2023	RTP Project List	12322, 12031, 12292, 12300	SW Corridor	Y	Requests that TriMet immediately table the proposed \$3.5 Billion Dollar Southwest Corridor MAX Light Rail Transit Line and repurpose those funds for Right of Way Improvements-enhancements, along with new computer technology and software capable of addressing the needs of a new Fleet of All-Electric Vehicles.	Metro staff recommendation under development.	TBD	C
460	Felton	Lin	Argay Terrace Neighborhood Association	Online Comment Form and Email	8/25/23	RTP Project List	11813	Cross Levee trail	Y	Requests moving RTP ID# Cross Levee Trail to the earlier timeframe 2023-2030 and build it faster, citing many community and environmental benefits.	Metro staff recommendation under development. This comment has been forwarded to the City of Portland for consideration of shifting project #11813 to the near-term 2030 Financially Constrained Project List from the 2045 Financially Constrained Project List in the 2023 Regional Transportation Strategy.	TBD	C
461	Ferreira-Gandolfo	Peter	Community member	Online Comment Form	7/30/2023	RTP Project List			Y	Consider the possibility of commuter rail service on the Portland and Western Railroad tracks along Tualatin Valley Highway in Hillsboro.	No change recommended. The Tualatin Valley Highway rapid bus project is included in the 2030 Financially Constrained RTP Project List (#11589) to connect communities between Beaverton and Forest Grove with faster, more reliable high capacity transit. Currently, the Portland and Western Railroad tracks are still actively used to transport freight and the agency has not expressed interest in vacating and/or transitioning the line into commuter rail.	N	C

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462	Fitzgerald	Marianne	Community member	Online Comment Form	8/25/23	RTP Project List	10284	Outer Taylors Ferry Safety Improvements	N	Expresses support for funding the Outer Taylors Ferry Safety Improvements (RTP ID# 100284).	No change recommended. Project is already included in the near-term 2030 Financially Constrained Project List.	N	C
463	Fitzgerald	Marianne	Community member	Online Comment Form	8/25/23	RTP Project List	10286	Markham School Pedestrian/Bike Overpass	Y	Recommends moving the Markham School Ped/bike Overpass (RTP ID# 10286) to the near-term constrained investment list and questions the stated cost of the project.	Metro staff recommendation under development. This comment has been forwarded to the City of Portland for consideration of shifting project #10286 to the near-term 2030 Financially Constrained investment strategy from the 2045 Financially Constrained Project List in the 2023 Regional Transportation Plan. In current dollars, this project is closer to \$20M but anticipated to increase with inflation and other factors to \$31M closer to 2045.	TBD	C
464	Fitzgerald	Marianne	Crestwood Neighborhood Association	Letter	8/9/2023	RTP Project List	10567	Taylor's Ferry Extension	Y	We request a regional planning project for this regional facility to make it safer for the people who use SW Taylor's Ferry regardless of jurisdiction. This is a transit route but it is unsafe to walk to transit stops or wait for the bus on this busy road. We are particularly concerned that Washington County project 10567, Taylor's Ferry Extension, is essentially a new roadway that will attract more motor vehicles and the proposed new sidewalks and bike lanes will not be effective in encouraging people to use them until the existing roadway segments are safer. Please make existing roadways safer for all users before building new ones.	No change recommended. This comment has been forwarded to Washington County staff for consideration in future planning and project development work. The Regional Transportation Plan motor vehicle network establishes the vision for throughways and major and minor arterials, while collectors and neighborhood routes are designated in local Transportation System Plans like the one adopted by Washington County and guided by the Regional Transportation Functional Plan for connectivity and other elements. The Taylor's Ferry extension has been on the Washington County TSP since 1988 as a needed connectivity improvement consistent with the requirements of the Regional Transportation Functional Plan and Oregon's Transportation Planning Rule.	N	C
465	Fitzgerald	Marianne	Community member	Online Comment Form	8/25/23	RTP Project List	11825	SW Pomona/64/Barbur Bike Ped facilities	Y	Recommends moving the SW Pomona/64/Barbur Bike Ped facilities to the near-term constrained project list and adding additional transit stop improvements to the project.	Metro staff recommendation under development. This comment has been forwarded to the City of Portland for consideration of shifting project #11825 to the near-term 2030 Financially Constrained Project List from the 2045 Financially Constrained Project List in the 2023 Regional Transportation Plan and amending the project description to include additional improvements for transit stops.	TBD	C
466	Fitzgerald	Marianne	Crestwood Neighborhood Association	Email	8/9/2023	RTP Project List	10284, 10286, 11825, 11883	Outer Taylors Ferry Safety Improvements, Markham School Pedestrian/Bicycle Overcrossing, SW Pomona/SW 64th ped/bike Improvements, Outer Taylors Ferry Safety	N	No change proposed. Expressed support for these projects to be funded and constructed as soon as possible: Outer Taylors Ferry Safety Improvements (project 10284), Markham School Pedestrian/Bicycle Overcrossing (project 10286), SW Pomona/SW 64th ped/bike Improvements (project 11825), and Outer Taylors Ferry Safety Improvements (project 11883). These projects support the West Portland Town Center Plan and Southwest Corridor Light Rail Plan.	No change proposed. Comment noted.	N	C

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467	Fitzgerald	Julie	City of Wilsonville	Letter	8/21/2023	RTP Project List		WES Commuter Rail	Y	We recommend that Metro classify the potential extension of WES not as "inter-city" rail system; rather, we recommend a special classification of "inter MPO TMA" or MPO TMA to MPO TMA. That is, high-capacity transit that connects two Metropolitan Planning Organizations Transportation Management Areas. An MPO TMA encompasses an area larger than a city; rather an MPO is usually a collection of cities, especially in a smaller state like Oregon. An MPO is a federally mandated body for any urban area over 50,000 in population that directs the flow of federal transportation funding to the Transportation Management Area.	No change recommended. The extension of commuter rail to Salem is included in the 2023 Regional Transportation Plan Transit Network Vision (as shown on the map on page 3-106 the dark pink line for commuter rail extends beyond Wilsonville into Marion County). However, while commuter rail is a high capacity transit mode this connection is actually classified as inter-city rail which is a distinct classification under a separate policy (Policy 8 on page 3-117). That is because it is a connection that extends beyond Metro's planning boundary, making it inter-city rail (like Amtrak) which is also guided by the Oregon State Rail Plan due to the State's role in inter-city rail service planning, especially along the entire Portland to Eugene corridor (and the additional considerations that come into play with that like balancing passenger and freight rail needs). As far as priority within the inter-city network, the 2023 RTP does note in Chaper 3 under transit policy 8 on page 3-117: "When developing inter-regional rail service, this corridor alignment [WES extension] should take priority for improving passenger rail service between Eugene and Portland in the nearer-term future."	N	C
468	Francis	Carley	WSDOT	Letter	8/25/2023	RTP Project List	10866	I-5 Interstate Bridge Replacement Program	N	Expressed support for the Interstate Bridge Replacement Program	No change proposed in comment. No change recommended.	N	C
469	Gaddis	Jill	Maplewood Neighbor Association	Online Comment Form	7/28/2023	RTP Project List			N	No change proposed. Noted need for more north-south buses in SW Portland, efficiency issues with the Washington Square transfer (particularly to downtown), and access issues due to topography in the area.	No change recommended. The High Capacity Transit Strategy network vision includes corridor C22S PCC Sylvania to Downtown Portland via Capitol Highway which would explore a high capacity connection (most likely rapid bus) along the current south end of Line 44 about a half mile from the edge of Maplewood. This would make the existing route from southwest to downtown Portland faster and more reliable. Both the HCT Strategy and the Regional Transportation Plan transit network vision are based on TriMet's service plans which currently do not envision service on northern SW Oleson to Scholls Ferry Road. However, Transit Policy 5 in chapter 3 of the RTP does direct the region to "Complete a well-connected network of local and regional transit on most arterial streets...". As such, while no change is proposed for this RTP, we have forwarded this comment to TriMet for consideration as part of service planning for Forward Together 2.0 to begin in 2024.	N	C

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470	Garrison	Christian	Community member	Online Comment Form	7/19/2023	RTP Project List	10867, 10866, 11176	Interstate Bridge Replacement Program, I-5/Rose Quarter and	Y	Remove RTP projects 10867, 11176 and 10866 and redirect funding to transit, bicycle, sidewalk and/or safety projects in East Portland.	No change recommended. These projects have been identified as a priority by the Oregon Legislature and have committed funding through HB 2017 and other legislative actions. In addition, in 2022 JPACT and the Metro Council by Resolution No. 22-5273 as part of endorsing the modified locally preferred alternative recommendation and IBR Program commitments. This comment has been forwarded to ODOT for further consideration in the NEPA processes that are underway. The projects have been designed in coordination with our local transit agencies and local agency partners to reflect multimodal transportation needs and make sure these investments are applied where they are most needed. The projects the commenter noted include millions of dollars in new investment in bicycle and pedestrian infrastructure. IBR is investing nearly 2 billion on transit and bike/ped improvements. Transit investments include extending max line to Vancouver, adding three new light rail transit stations, and improvements to C-Tran's express bus services and local transit connections. TriMet and C-Tran are owners on the IBR program. IBR includes separated active transportation facilities crossing the Columbia River in addition to separate and integrated active transportation facilities on all local roadways included in the program area. Safety is also a key project need for the IBR program and includes safety for all modes of transportation. Safety also includes the need to replace the bridge with a structure that is seismically resistant. This comment has also been forwarded to the Oregon Department of Transportation to identify opportunities to increase investments supporting safety improvements on East Portland arterial streets.	N	C
471	Hale	Christopher	Community member	Email	8/24/2023	RTP Project List			Y	Expressed concern about the impacts of climate change that are already being experienced. As an ER doctor, I see the dangerous impacts of the worsening climate crisis firsthand - patients with asthma and other lung disease suffocating from wildfire smoke, tropical diseases are working their way northward, record breaking temperatures are causing heat stroke in normally robust and healthy people, and killing our vulnerable elderly and even children. The climate crisis requires the strong, coordinated efforts of all of our governmental agencies. The current Metro Regional Transportation Plan is insufficient to address the magnitude of the climate crisis. The RTP underestimates the amount of carbon emissions that will come from driving unless there is transformative change to our transportation's system. The RTP needs to adopt more aggressive plans to reduce driving and invest in the most cost-effective initiatives to reduce emissions, namely walkable communities and abundant public transportation. The RTP needs to demand aggressive regional congestion pricing in line with the Climate Smart Communities program, and directs money away from ODOT's freeway expansion plans, which will be devastating for the climate, the state's budget, and nearby communities. That money should be put towards community street initiatives instead that improve safety for bicyclists and pedestrians. Demand ODOT prioritize investing in orphan highways instead of freeway expansions, and redesign roads that prioritize safety over speed and ease of driving.	Metro staff recommendation under development.	TBD	C

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472	Hangland-Sk	Michael	Community member	Online Comment Form	8/22/23	RTP Project List	11319	HCT: Streetcar Montgomery Park Extension	Y	Expresses opposition to the use of the battery-powered streetcars in this project. Requests that as expansion proceeds, it must do so using the dependable and trustworthy technology streetcars have used for over a century: dedicated power through an overhead catenary wire system.	No change recommended. This comment has been shared with the City of Portland and Portland Streetcar Inc to consider as part of operating capital improvements to support the system.	N	C
473	Hart	Anders	Community member	Online Comment Form	8/23/23	RTP Project List	10866	I-5 Interstate Bridge Replacement Program	N	Does not support including the I-5 Interstate Bridge Replacement Program (IBR) project in its current form, notes it is fiscally irresponsible.	No change recommended. This project has been identified as a priority by the Oregon Legislature and has committed funding through HB 2017 and other legislative actions. In addition, in 2022 JPACT and the Metro Council by Resolution No. 22-5273 as part of endorsing the modified locally preferred alternative recommendation and IBR Program commitments. This comment has been forwarded to ODOT for further consideration in the NEPA process that is underway.	N	C
474	Hart	Anders	Community member	Online Comment Form	8/23/23	RTP Project List		I-205	N	States that including the I-205 tolling project and Regional Mobility Pricing Project is not consistent with policy 3.2.5, which states that "Revenues collected through pricing programs should be reinvested in a manner that helps meet state, regional and local goals related to reductions in greenhouse gas emissions and congestion while improving mobility and safety" and that "Revenue should not be reinvested solely for single occupancy vehicles but should be invested to improve the entire multimodal transportation system."	No change proposed. Comment noted.		C
475	Haverkamp	Andrea	Community member	Online Comment Form	7/28/2023	RTP Project List			N	No change proposed. Supported investment strategies deprioritizing infrastructure for people driving and emphasizing improvements encouraging mode shift.	No change recommended. Comment noted.	N	C
476	Heffernan	DJ	Community member	Email	8/26/2023	RTP Project List	10340	Cornfoot Rd Corridor Improvements	N	Expressed support for prioritizing the Cornfoot Rd project. It is an important bike route that is unsafe due to narrowness and heavy truck usage. Perhaps the Oregon Army Reserves could contribute to the frontage improvements given the length of that road segment that fronts military property and the Army Corps of Engineers may be able to help with design and construction.	No change recommended. Project 10340 is proposing a safety improvement through building a separated biking and walking path. This comment has been shared with City of Portland Staff.	N	C
477	Herrin	Sam	Cascade Policy Institute	Public hearing testimony	7/27/2023	RTP Project List			Y	Focus on HCT in the RTP is a mistake - past investments in WES commuter rail and Portland Streetcar are not fast, frequent or reliable as called for in the HCT policies. Reallocate funding from low ridership corridors.	No change recommended. High capacity transit is the backbone of our region's transportation system, connecting Portland's central city and regional growth centers where the greatest number of people live, work and play through tens of millions of rides each year. The region cannot meet shared ambitious climate, safety, equity, or urban land use goals or realize the compact, urban land uses that partners have long planned for together without deep investments in high capacity transit. Commuter rail and streetcar expand the reach of the high capacity transit network, but the strategy recognizes that further investment in HCT elements (e.g., frequency, speed and/or span) is needed in these modes to increase their capacity. Further, TriMet's Forward Together service concept does include removing service on low ridership routes in higher income areas to support increased service in equity focus areas and on higher ridership lines where need is greatest.	N	C

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478	Hlain	Lei Lei Win	African Youth Community Organization (AYCO)	Online Comment Form	8/24/23	RTP Project List			N	No change proposed. Expressed frustration with the long travel times and personal safety risks associated with riding transit and a general desire for the RTP to address these issues.	No change recommended. The High Capacity Transit Strategy includes new fast and frequent connections to Beaverton to the Central City (C25 Beaverton to Portland via Hwy 10) and the Central City to or within SE Portland (C1 Portland to Gresham in the vicinity of Powell, C19 Portland to Gresham via Burnside). Additionally, Chapter 8 includes Section 8.2.3.4 for the Steel Bridge Transit Bottleneck Study to consider speed and reliability improvements for MAX lines that will continue to utilize the Steel Bridge following the tunnel improvement which would reduce travel time and increase reliability for the Red and Blue lines.	N	C
479	hoke	tena	Community member	Online Comment Form	7/28/2023	RTP Project List			Y	Expressed support for prioritizing investments in more and expanded service rather than service enhancements like better bus and high capacity transit.	No change recommended. The 2023 Regional Transportation Plan includes investments in both more/expanded service, with implementation of Forward Together and a 1.25% increase year over year to 2045, as well as enhanced transit service (high capacity transit and better bus). Better bus (at the low end) and high capacity transit (at the high end) leverage dollars for capital projects that are not available for service improvements. As such and to maximize outcomes toward regional goals (equity, climate, mobility, safety, economy) the RTP policy framework supports a well-connected network of local and regional transit on most arterial streets (transit policy 5) and a well-connected high capacity transit network to serve as the backbone of the transportation system to link major centers with a connection most comparable to driving.	N	C
480	Holland	Darren	Community member	Online Comment Form	7/29/2023	RTP Project List		Southwest Corridor	N	No change proposed. Expressed support for the investment strategy and SW Corridor.	No change recommended. Project development, PE and ROW for the SW Corridor project is currently identified in the 2045 Financially Constrained RTP project list. The construction phase is included in the Strategic Project List, pending funding.	N	C
481	Iannarone	Sarah	The Street Trust	Online Comment Form	8/25/23	RTP Project List	11813	Cross Levee Trail project (Argay Parkrose Greenway Project)	Y	Requests advancing the Cross Levee Trail Project #11813 to the near-term constrained project list (2023-2030). It is currently in the 2031-2045 list.	Metro staff recommendation under development. This comment has been shared with City of Portland staff to consider whether Project #11813 could be shifted forward from the 2045 to the 2030 Financially Constrained Project List.	TBD	C
482	Iannarone	Sarah	The Street Trust	Email	7/27/2023	RTP Project List	11813	RTP ID 11813: Cross Levee Trail Project	Y	Cross Levee Trail project #11813 is currently placed on the 2045 Project List, and we believe that this timeline should be expedited, shifting this transformative project to the 2030 constrained list.	Metro staff recommendation under development. This comment has been shared with City of Portland staff.	TBD	C
483	Iannarone	Sarah	The Street Trust	Letter	8/25/2023	RTP Project List			Y	No change proposed. Commented on the need to address the persistent and pervasive need for a safe, clean, affordable, reliable, and complete transit system both on the HCT corridors and in local neighborhoods.	No change recommended. The updated transit networks and policies, particularly policies 1 (Provide a high-quality, safe and accessible transit network that makes transit a convenient and comfortable transportation choice for everyone to use.) and 11 (Make transit affordable, especially for people with low incomes.) support a safe, clean, affordable, reliable, and complete transit system. Then policies 5-8 describe how the classifications are applied to support those broader network policies.	N	C
484	Jacobs	Jessy	Argay Terrace Neighborhood Association Board member	Email	8/26/2023	RTP Project List	11813	Cross-Levee Trail	Y	Expresses support for Cross-Levee trail project (11813) and recommended moving up the time frame - currently shown as 2031-2045.	No change recommended. This comment has been shared with City of Portland Staff for consideration.	N	C
485	Kappler	Rick	Community member	Email	8/25/2023	RTP Project list	10188	Scholls Ferry, SW (Humphrey - County line): Multimodal	Y	Requests that the county build a road diet for SW Scholls Ferry Road between SW Raleighwood Lane and SW Sheridan Court.	Metro staff recommendation under development. This comment has been shared with Multnomah County staff.	TBD	C
486	Kappler	Rick	Community member	Email	8/25/2023	RTP Project list	10545, 11460	OR 10: Oleson Rd. Improvement Ph. 1, OR 10: Oleson Rd.	Y	Expresses opposition to making a car-centric fix along Oleson Rd in Raleigh Hills.	Metro staff recommendation under development. This comment has been shared with Washington County staff.	TBD	C

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487	Kappler	Rick	Community member	Email	8/25/2023	RTP Project list			Y	Requests that Beaverton build a paper street trail alongside Montclair Elementary School.	Metro staff recommendation under development. This comment has been shared with City of Beaverton staff.	TBD	C
488	Kuehn	Aaron	Bike Loud	Online Comment Form	8/24/23	RTP Project List	11819	Reedway Ped/Bike Overcrossing	N	Expresses support for the project, proposes that ramps, not elevators should be built for the project.	No change recommended. No change proposed. This comment shared with the City of Portland to consider as part of future planning and project development.	N	C
489	Kywe	Mu Mu	African Youth Community Organization (AYCO)	Online Comment Form	8/25/23	RTP Project List			Y	Expresses support for building shelters at every bus stop.	No change recommended. The 2023 Regional Transportation Plan includes projects #11331 and #11230 in the 2030 and 2045 Financially Constrained Project Lists respectively to include improvements to stops (including shelters) and access to those stops by walking or bicycling. However, the 2030 and 2045 Project Lists balance improved stop and station amenities with service increase and expansion in line with the transit policies that cover all the elements of a convenient and comfortable transit system.	N	C
490	Lauritzen	Zachary	Oregon Walks	Letter	8/23/2023	RTP Project List	10119	OR 213 & Redland, Phase 2	Y	Requests that project 10119 that adds a "third through lane in both northbound & southbound directions" without adding comparable active transportation facilities be removed or revised.	Metro staff recommendation under development.	TBD	C
491	Lauritzen	Zachary	Oregon Walks	Letter	8/23/2023	RTP Project List	11350	OR 224 Milwaukie Expressway improvements	Y	Requests that project 11350, which adds a third lane in what is already a dangerous section of roadway, be replaced by investing in safety improvements. Safety and access improvements should be made independent of the road widening project.	Metro staff recommendation under development.	TBD	C
492	Lauritzen	Zachary	Oregon Walks	Letter	8/23/2023	RTP Project List	11582	OR 217 Capacity Improvements	Y	Requests that project 11582, which widens the road with an attempt at congestion mitigation rather than climate or safety be removed or revised.	Metro staff recommendation under development.	TBD	C
493	Lauritzen	Zachary	Oregon Walks	Letter	8/23/2023	RTP Project List	11758	OR 213 & Beaver Creek Road WB Right-Turn Merge Lane	Y	Requests that project 11758 that adds vehicle lanes without adding comparable active transportation facilities with the stated goal to achieve a "free flow acceleration lane" be removed or revised.	Metro staff recommendation under development.	TBD	C
494	Lauritzen	Zachary	Oregon Walks	Letter	8/23/2023	RTP Project List			Y	Requests that projects that invest in freeway expansion, add lanes for anything other than transit priority, add turn lanes, or widen roads (slip lanes, auxiliary lanes, right turn only lanes, etc) be deprioritized, removed or modified keep or add pedestrian, transit, and bicycle improvements while cutting the roadway widening components.	Metro staff recommendation under development.	TBD	C
495	Lauritzen	Zachary	Oregon Walks	Letter	8/23/2023	RTP Project List			Y	Request to strengthen policies that stop jurisdictions from using safety as justification for adding lane miles, especially in the form of auxiliary lanes. If we are serious about safety, then we should be investing heavily in orphan highways where people are maimed and killed regularly throughout the region. Hiding roadway expansions behind the guise of safety is disingenuous.	Metro staff recommendation under development.	TBD	C

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496	Lauruhn	Nathan	Sunrise PDX	Online Comment Form	7/29/2023	RTP Project List	10866	I-5 Interstate Bridge Replacement Program	N	Revise project 10866 to transit, bicycle and pedestrian bridge improvements only.	No change recommended. This project has been identified as a priority by the Oregon Legislature and has committed funding through HB 2017 and other legislative actions. In addition, in 2022 JPACT and the Metro Council by Resolution No. 22-5273 as part of endorsing the modified locally preferred alternative recommendation and IBR Program commitments. This comment has been forwarded to ODOT for further consideration in the NEPA process that is underway.	N	C
497	Lauruhn	Nathan	Sunrise PDX	Online Comment Form	7/29/2023	RTP Project List	11102	HCT Streetcar Lovejoy to Hollywood Extension	N	No change proposed. Expressed support for Streetcar Lovejoy to Hollywood extension HCT project.	No change recommended. This project is currently identified in the Strategic RTP project list.	N	C
498	Lauruhn	Nathan	Sunrise PDX	Online Comment Form	7/29/2023	RTP Project List	11587	HCT: Southwest Corridor: PD, Engineering and ROW	N	No change proposed. Expressed support for Southwest Corridor HCT project.	No change recommended. Project development, PE and ROW for this project is currently identified in the 2045 Financially Constrained RTP project list. the construction phase is included in the Strategic Project List, pending funding.	N	C
499	Lauruhn	Nathan	Sunrise PDX	Online Comment Form	7/29/2023	RTP Project List	12030	HCT: Burnside/Stark Corridor High Capacity Transit	N	No change proposed. Expressed support for Burnside/Stark Corridor HCT project.	No change recommended. This project is currently identified in the Strategic RTP project list.	N	C
500	Lauruhn	Nathan	Sunrise PDX	Online Comment Form	7/29/2023	RTP Project List	12034	ETC: Lombard/ Cesar Chavez Enhanced Transit Project	N	No change proposed. Expressed support for Lombard/Cesar Chavez HCT project.	No change recommended. This project is currently identified in the Financially Constrained RTP project list.	N	C
501	Lee	Amythest	Community member	Online Comment Form	8/25/23	RTP Project List	10612	Greenburg Road	Y	Opposes project, unless additional lanes were added as transit only lanes, citing safety and unequal access for walking and bicycling.	Metro staff recommendation under development. This comment has been forwarded to Washington County to consider whether additional lanes could be reconsidered or repurposed for active transportation and/or transit.	TBD	C
502	Lee	Amythest	Community member	Online Comment Form	8/25/23	RTP Project List	10866	I-5 Interstate Bridge Replacement Program	Y	Opposes adding more lanes to I-5, though supports extending light rail and building active transportation extensions.	No change recommended. This project has been identified as a priority by the Oregon Legislature and has committed funding through HB 2017 and other legislative actions. In addition, in 2022 JPACT and the Metro Council by Resolution No. 22-5273 as part of endorsing the modified locally preferred alternative recommendation and IBR Program commitments. This comment has been forwarded to ODOT for further consideration in the NEPA process that is underway.	N	C
503	Lee	Amythest	Community member	Online Comment Form	8/25/23	RTP Project List	10922	HCT: MAX Red Line Improvements Project: Capital Construction	N	No change proposed. Questions the need for Red Line double tracking to the airport and whether that investment should be priority over other expansion of the system to East Portland.	No change recommended. Using the existing single track, delayed Red Line trains also affect Green and Blue line trains passing through Gateway — so that even small (or emergency) delays can have a domino effect that spreads throughout the system. A second Red Line track would separate airport-bound trains from trains heading to City Center, Beaverton and Hillsboro. At the same time the region is also already working on a rapid bus project for 82nd Avenue that will improve east Portland transit. The High Capacity Transit Strategy also identifies several other corridors in east Portland/Multnomah County for additional improvement and investment.	N	C
504	Lee	Amythest	Community member	Online Comment Form	8/25/23	RTP Project List	11102	HCT: Streetcar Lovejoy to Hollywood Extension	N	No change proposed. Expressed support for project # 11102 for HCT: Streetcar Lovejoy.	No change recommended. Project #11102 is a priority project underway in the High Capacity Transit Strategy currently in the 2030 Constrained Project List.	N	C

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505	Lee	Amythest	Community member	Online Comment Form	8/25/23	RTP Project List	11176	I-5 Rose Quarter/Lloyd District: I-405 to I-84 (UR, CN, OT)	Y	Supports the highway cover included in this project but opposes the addition of auxiliary lanes to I-5 in this area.	No change recommended. This project has been identified as a priority by the Oregon Legislature and has committed funding through HB 2017 and other legislative actions. This comment has been forwarded to the Oregon Department of Transportation for consideration.	TBD	C
506	Lee	Amythest	Community member	Online Comment Form	8/25/23	RTP Project List	11176	I-5 Rose Quarter/Lloyd District: I-405 to I-84 (UR, CN, OT)	Y	Comment recommends altering the mix of investments associated with project 11176, with fewer resources going toward redesigning the I-5 mainline and more resources going toward transit service and demand management.	No change recommended. This project has been identified as a priority by the Oregon Legislature and has committed funding through HB 2017. The project design is consistent with RTP policy for the planned function and capacity of a throughway and includes transit and active transportation design elements identified through the project planning process. This comment has been forwarded to ODOT for further consideration in the NEPA process that is underway.	N	C
507	Lee	Amythest	Community member	Online Comment Form	8/25/23	RTP Project List	11319	HCT: Streetcar Montgomery Park Extension	N	No change proposed. Expresses support for this project.	No change recommended. This is a Tier 1 priority in the High Capacity Transit Strategy included in the 2030 Constrained Project list for the 2023 RTP.	N	C
508	Lee	Amythest	Community member	Online Comment Form	8/25/23	RTP Project List	11646	Broadway/Weidler Corridor Improvements	N	Expresses support for Project #11646 as a priority.	Metro staff recommendation under development. This project is included in the 2045 Constrained Project List for the 2023 Regional Transportation Plan. This comment has been forwarded to the City of Portland to consider whether this project could be shifted forward into the 2030 Constrained Project List.	TBD	C
509	Lee	Amythest	Community member	Online Comment Form	8/25/23	RTP Project List	12287	HCT: Martin Luther King Corridor High Capacity Transit	N	No change proposed. Expresses support for project # 12287 for HCT: Martin Luther King Corridor High Capacity Transit and that these improvements include increased frequency.	No change recommended. Project # 12287 is a near-term priority project in the High Capacity Transit Strategy currently in the 2045 Strategic Project List. The frequency of the high capacity transit solution will be determined as part of the corridor planning process.	N	C
510	Lee	Amythest	Community member	Online Comment Form	8/25/23	RTP Project List	12307	122nd Ave Safety Improvements: NE Marine to SE Foster	Y	Requests traffic calming features be included in the project (e.g., raised crosswalks).	Metro staff recommendation under development. This comment has been forwarded to the City of Portland for consideration.	TBD	C
511	Lee	Amythest	Community member	Online Comment Form	8/25/23	RTP Project List	12308	Green Loop/Central City in Motion Improvements	Y	Expresses support for project #12308 Green Loop/Central City in Motion Improvements and that this should be a priority.	Metro staff recommendation under development. This project is included in the 2045 Strategic Project List which reflects additional priorities should additional funding opportunities arise. This comment has been forwarded to the City of Portland to consider whether this project could be included in one of the financially constrained scenarios.	TBD	C
512	Leiber	Kristin	Lloyd EcoDistrict	Online Comment Form	8/1/23	RTP Project List	10867	I-5 Rose Quarter/Lloyd District: I-405 to I-84 (PE, NEPA, ROW)	N	No change proposed. Commenter requests clarification on the scope of the project in question.	No change recommended. There are two separate but related RTP projects related to the Rose Quarter: 10867 and 11176. The latter includes physical changes to the right of way, both along Interstate 5 and on surrounding surface streets in the project area; the former includes preliminary engineering and environmental analysis that is necessary to prepare for the physical changes described in project 11176. These changes, as well as their impacts on multimodal travel, are discussed in the draft NEPA analysis (i.e., the Supplementary Analysis completed in 2022) for the I-5 Rose Quarter project, which is available at https://www.i5rosequarter.org/library/ .	N	C

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513	Leiber	Kristin	Lloyd EcoDistrict	Online Comment Form	8/1/23	RTP Project List	11176	I-5 Rose Quarter/Lloyd District: I-405 to I-84 (UR, CN, OT)	Y	Proposes decoupling the I-5 Rose Quarter project into two different elements; one encompassing improvements on the I-5 mainline and one encompassing the highway covers and surface street improvements.	No change recommended. The definition for this project (as described in Appendix A under the project ID 11176) comes from ODOT, which is the agency leading the project. FHWA, which oversees environmental review of this project under the National Environmental Policy Act (NEPA), has approved it as a single project consisting both of improvements to the I-5 mainline and of adding a cover and other improvements to surface streets. The project includes millions of dollars in new investment in bicycle and pedestrian infrastructure. This comment has been forwarded to ODOT for further consideration in the NEPA process that is underway.	N	C
514	Leiber	Kristin	Lloyd EcoDistrict	Online Comment Form	8/1/23	RTP Project List	11646	Broadway/Weidler Corridor Improvements	Y	Proposes aggressively cutting back on car travel lanes on Broadway & Weidler in the Lloyd neighborhood, in favor of street trees, wide sidewalks, dedicated bus lanes, cycle tracks, and more living infrastructure and worry less about how quickly cars can cut through the neighborhood. Comment notes lack of street trees and high speeds that discourage bicycle and pedestrian travel.	No change recommended. RTP project 11646 Broadway/Weidler Corridor Improvements is a \$19 million project planned for the 2031-2045 time period to enhance existing bike lanes and improve pedestrian/bicycle crossings; add traffic signals, improve signal timing, improve transit stops, provide transit priority treatments, and construct streetscape improvements.	N	C
515	Leiber	Kristin	Lloyd EcoDistrict	Online Comment Form	8/1/23	RTP Project List	11794	Grand/MLK Lloyd District Traffic Signals	N	No change proposed. Expressed desire for clarification on what the project entails and why it is needed.	Metro staff recommendation under development. This comment has been shared with City of Portland staff.	TBD	C
516	Leiber	Kristin	Lloyd EcoDistrict	Online Comment Form	8/1/23	RTP Project List	12308	Green Loop/Central City in Motion Improvements	Y	No change proposed. Expressed support for protected intersection and bicycle lanes as well as the need for greater separation from cars by closing streets and removing right of way. Also expressed support for funding the economic development piece of the Green Loop as well as living infrastructure, tree canopy, and carbon neutral development along the route.	No change recommended. This comment has been shared with City of Portland staff.	N	C
517	Lindstrom	Andrew	Brooklyn Action Corps Land Use And Transportation Committee	Online Comment Form	8/18/2023	RTP Project List	10237	Southern Triangle	Y	Update project description to include improving transit access to Powell Boulevard and the Southern Triangle in addition to vehicle access.	Metro staff recommendation under development. This comment has been forwarded to the City of Portland for consideration of updating the description for this project to include improved transit connections. The City of Portland also recently received a federal grant to study solutions to blocked rail crossings in the city's central eastside and inner southeast areas more broadly.	TBD	C
518	Lindstrom	Andrew	Brooklyn Action Corps Land Use And Transportation Committee	Online Comment Form	8/18/2023	RTP Project List	10307	Holgate	Y	Concern over whether "enhanced crossings" will mean just a couple upgrades to existing crossings rather than expanding the number of safe crossings on this corridor given the smaller funding amount.	Metro staff recommendation under development. This comment has been forwarded to the City of Portland for consideration of updating the description for this project to clarify that this project will increase the number of enhanced crossings and how those intervals may follow the guidance of the PedPDX plan, as well as whether there is opportunity to increase the funding amount (as the amount in the Transportation System Plan is closer to \$10,000).	TBD	C
519	Lindstrom	Andrew	Brooklyn Action Corps Land Use And Transportation Committee	Online Comment Form	8/18/2023	RTP Project List	11818	Milwaukie Ave	Y	Expresses disappointment in the scope and timing of this project. Would like to see a project that centers pedestrians, gives room for safe cycling infrastructure, and creates a vibrant civic environment.	Metro staff recommendation under development. This comment has been forwarded to the City of Portland for consideration of: 1) shifting forward into the 2030 Constrained Project List (from the 2045 Constrained Project List), 2) adding bicycling infrastructure improvements to the project description, and/or 3) engaging in a broader corridor planning effort for Milwaukie Avenue.	TBD	C

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520	Lindstrom	Andrew	Brooklyn Action Corps Land Use And Transportation Committee	Online Comment Form	8/18/2023	RTP Project List	12095	McLoughlin	Y	Requests clarification as to what is included in "operational improvements". Requests this project complete a connection over the tracks to the Springwater Corridor riverfront.	Metro staff recommendation under development. The description for this suite of investments is as follows (strictly calling out that motor vehicle capacity is not included): "Projects to improve safety and/or operational efficiencies such as pedestrian crossings, speed feedback signs, transit priority technology at signals on arterial roads, railroad crossing repairs, slide and rock fall protections, illumination, signals and signal operations systems, sidewalks, bicycle lanes, and other improvements that do not add motor vehicle capacity." and the following amendments have been proposed to This comment has been forwarded to the Oregon Department of Transportation for consideration as to whether a connecting pedestrian/bicycle bridge project over the Oregon Pacific tracks down to the Springwater Corridor near Bush Street could be identified as a specific project from this bucket of funds.	TBD	C
521	Lindstrom	Andrew	Brooklyn Action Corps Land Use And Transportation Committee	Online Comment Form	8/18/2023	RTP Project List	12229	Inner Powell Blvd Corridor	Y	Requests that a road diet, streetscape environment and jurisdictional transfer be considered as part of this project.	Metro staff recommendation under development. This comment has been forwarded to the City of Portland and Oregon Department of Transportation to consider: 1) whether funding could be applied by both agencies to include this project could be added into the 2045 Constrained Project List and 2) whether the description could then be expanded to include jurisdictional transfer and streetscape environment (including exploring repurposing lane space).	TBD	C
522	Lindstrom	Andrew	Brooklyn Action Corps Land Use And Transportation Committee	Online Comment Form	8/18/2023	RTP Project List			Y	Recommends increased use of red light and speed safety cameras in the City of Portland.	No change recommended. This requested change is outside of the scope of the RTP. This comment has been forwarded to City of Portland staff for consideration.	N	C
523	Linn	May	Center for African Immigrants and Refugees Organization	Online Comment Form	8/25/23	RTP Project List			N	Expresses support for fixing potholes and other depressions in the pavement create safety risks on 82nd Avenue during rains.	No change recommended. Comment noted.	N	C
524	Locke	Mary	Community member	Email	8/24/2023	RTP Project List			Y	It is well past time to move past the idea of prioritizing private automobiles as a main means of transportation. We are in an unprecedented moment both from a climate perspective and a safety perspective. As I was biking home from work today in the smoke I was thinking about any number of things: how I wish our roads were safer for me to bicycle (too many close calls!), how I wish more people on bikes were joining me (we need more bike infrastructure), how I wish there were more reliable, faster and efficient ways for my colleagues to get home from work without a car (public transit). The proposed Regional Transportation Plan falls woefully short in meeting the moment. The Regional Transportation Plan should and can do more to address these realities we face. We don't need more freeways, more heat waves, more smoke, more pollution.	Metro staff recommendation under development.	TBD	C
525	McCarter	Brian	Community member	Online Comment Form	8/22/23	RTP Project List			N	Expresses support for prioritizing the maintenance of existing streets in the RTP.	No change recommended. Comment noted.	N	C

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526	McCormick	Michaela	Community member	Online Comment Form	8/17/2023	RTP Project List	10866	I-5 Interstate Bridge Replacement Program	Y	Requests that Metro not cooperate with the building of a new interstate bridge, which will only encourage the use of private and fossil fueled vehicles. Metro should greatly expand accessible bus and rail service, and it should be free. It should build lots more bicycle infrastructure, and greatly expand and promote bicycle rentals.	No change recommended. This project has been identified as a priority by the Oregon Legislature and has committed funding through HB 2017 and other legislative actions. In addition, in 2022 JPACT and the Metro Council by Resolution No. 22-5273 as part of endorsing the modified locally preferred alternative recommendation and IBR Program commitments. This comment has been forwarded to ODOT for further consideration in the NEPA process that is underway.	N	C
527	McCourt	Randy	Community member	Email	7/28/23	RTP Project List			Y	Requests that the urban off-road trail network be fully integrated into the statewide trail network, and that land use decisions incorporate trail development. Given the in-fill development without parks, the need for these trails to service the community for park access and travel needs is ill-defined in lieu of congestion pricing, I-5 Bridge and numerous V/C - VMT countermeasures.	Metro staff recommendation under development.	TBD	C
528	Melco	Mulysa	Community member	Email	8/24/2023	RTP Project List			Y	Opposes any freeway expansion in the Metro region. Wants more and better public transit, more and safer bike infrastructure and incentives, and less carbon pollution! Requests that the I-5 Rose Corridor expansion project be removed.	Metro staff recommendation under development.	TBD	C
529	Meyer	Michael	Community member	Online Comment Form	7/14/2023	RTP Project List	11946	Fischer Rd Extension	N	No change proposed. Requested that the project location be moved north to avoid impacts to natural resources and habitat.	No change recommended. The Regional Transportation Plan motor vehicle network establishes the vision for throughways and major and minor arterials, while collectors and neighborhood routes are designated in local Transportation System Plans like the one recently adopted by King City and guided by the Regional Transportation Functional Plan for connectivity and other elements. As such, this comment has been forwarded to the City of King City for consideration.	N	C
530	Mintkeski	Walt	Community member	Email	8/24/2023	RTP Project List			Y	Supports comments submitted by No More Freeways letter. States that RTP fails to meet safety and climate goals by planning and funding freeway related projects. Requests that the priority should be to address the safety and pedestrian mobility issues in corridors like outer Powell Boulevard and SE 82nd Ave., and to prioritize investments which produce the greatest reductions in greenhouse gases.	Metro staff recommendation under development.	TBD	C

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531	Muqbel	Iqbal	African Youth Community Organization (AYCO)	Online Comment Form	8/23/23	RTP Project List	10235	Ross Island Bridgehead Improvements	Y	Requests that the RTP address congestion at the Sylvan Tunnel and Ross Island Bridge (RTP #10235).	No change recommended. This comment has been forwarded to the City of Portland and ODOT. Corridor refinement planning is identified in the RTP for addressing transportation needs in the Sylvan Tunnel area. Realignment at Naito Parkway and the Ross Island Bridge Ramps is part of the South Portland Corridor Improvements Project in the City of Portland's Transportation System Plan for completion in the next 20 years independent of the Southwest Corridor Project. In addition, the Ross Island Bridgehead project is part of the larger SW Corridor Light Rail and included in the NEPA decision. Funding for the project was subject to passage of a regional infrastructure funding measure. This project is expected to remain on hold until the SW Corridor project is funded. The Regional Transportation Plan regional transit network map (Figure 3-26) envisions frequent service across the Ross Island Bridge in the future. However, other more congested corridors are prioritized for better bus improvements like transit-only lanes in the that plan and the City of Portland's Enhanced Transit Corridors Plan. Project 10235 Ross Island Bridgehead Improvements will improve safety for pedestrians and bicyclists on the ramps off of SW Naito Parkway and Barbur Boulevard in association with the Southwest Corridor transit project.	N	C
532	Myint	Sai Hla	African Youth Community Organization (AYCO)	Online Comment Form	8/25/23	RTP Project List			N	Expresses support for increasing the amount of transit lines with <10min headways.	Metro staff recommendation under development.	TBD	C
533	Naing	Aye Aye	African Youth Community Organization (AYCO)	Online Comment Form	8/21/23	RTP Project List			N	Expresses support for increased sanitation on transit vehicles.	No change recommended. This comment has been forwarded to TriMet as the primary owner/operator of the region's transit system.	N	C
534	Nava	Bella	Community Cycling Center, Andando en Bici y Caminando (ABC)	Online Comment Form	8/18/2023	RTP Project List			Y	Expresses general support for RTP policy goals. Comments that the RTP over-invests in automotive projects that advance economic goals while under-investing in active transportation projects, especially those that support equity goals. Questions whether the project list overall reflects RTP policy goals.	Metro staff recommendation under development.	TBD	C
535	Noor	Sakawadin	Oregon Somali Bravness Community	Online Comment Form	8/12/2023	RTP Project List	11826	Barbur Blvd ITS	N	No change proposed. References ITS and CCTV cameras for the project.	No change recommended. Project #11826 includes installing ITS improvements and CCTV cameras.	N	C
536	Noor	Sakawadin	Oregon Somali Bravness Community	Online Comment Form	8/15/2023	RTP Project List	11826	Barbur Blvd ITS	Y	Proposed installing ITS and CCTV cameras.	Metro staff recommendation under development.	TBD	C
537	Numan	Zachary	Pacific Community Design Landscape Architect	Online Comment Form	7/19/2023	RTP Project List			N	No change proposed. Expressed support for C29 Southwest Corridor as a top priority within the High Capacity Transit Strategy network vision. Also supported commuter rail connections to downtown.	No change recommended. Corridor C29 is already a Tier 1 priority in the HCT Strategy vision. That vision also includes many high capacity connections between downtown Portland and other centers in the region, including to Beaverton, Cedar Mill, Tanasbourne/Amberglen, Hillsdale, West Portland, Tigard, Tualatin, Lake Oswego and West Linn to the west. While a representative mode was chosen for analysis and modeling purposes, whether a connection will be implemented as light rail, commuter rail or rapid bus will be determined as part of the corridor planning process.	N	C

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538	O'Brien	Zachery	Community member	Online Comment Form	8/9/2023	RTP Project List			N	Expressed support for the multimodal investments included in the investment strategy. Requested more articulated buses be deployed, particularly on TV Highway, 82nd Avenue, Barbur Blvd (while we await SW Corridor construction), Powell Blvd, Burnside, MLK Jr Blvd, Hall Blvd, Beaverton-Hillsdale Hwy, and Murray Blvd.	No change recommended. The High Capacity Transit Strategy vision includes TV Highway, 82nd Avenue, Barbur Blvd, Powell Blvd, Burnside, MLK Jr Blvd, Hall Blvd, and Beaverton-Hillsdale Hwy and most of these corridors are also identified for near or nearer-term high capacity investment (including either articulated buses as part of rapid bus investment or train cars for rail- to be decided as part of corridor planning and project development). These are also projects reflected in the RTP 2045 Strategic investment strategy. Additionally, the RTP 2045 Financially-Constrained investment strategy includes projects #10928 and #10999 for adding articulated (and other buses). As part of Forward Together 2.0 described in Chapter 8, TriMet is considering where additional articulated buses could be deployed. Better Bus corridors is an additional framework for that type of investment which are reflected in the following projects on the corridors listed (#11863, #12035, #11867, #12027, #12032, #12030). As such, this comment has also been forwarded to TriMet for consideration as part of additional Better Bus and Forward Together 2.0 work.	N	C
539	Pagliarulo	Michael	Community member	Online Comment Form	8/10/2023	RTP Project List			Y	Add a project for roadway maintenance for SE Clinton Street between SE 76th and SE 77th Avenues.	No change recommended. The Regional Transportation Plan motor vehicle network establishes the vision for throughways and major and minor arterials, while collectors and neighborhood routes are designated in local Transportation System Plans like the one adopted by the City of Portland and guided by the Regional Transportation Functional Plan for connectivity and other elements. As such, this comment has been forwarded to the City of Portland for consideration as part of a future plan update.	N	C
540	Perez	Joaquin	Clackamas County resident	Online Comment Form	8/24/23	RTP Project List	11350	OR 224 Milwaukie Expressway improvements		Move Project #11350 (OR 224 Milwaukie Expressway Improvements) to the 2045 Strategic Project List or revising project to only include ADA, active transportation and transit improvements.	Metro staff recommendation under development. This comment has been forwarded to the Oregon Department of Transportation to consider moving Project #11350 from the near-term 2030 Financially Constrained Project List to the 2045 Strategic Project List or revising Project #11350 to include ADA, active transportation and transit improvements only.	TBD	C
541	Peterman	John	Citizen	Online Comment Form	7/29/2023	RTP Project List	10235	Ross Island Bridgehead Project	N	No change proposed. Expressed the need for transit to be as convenient as driving and for the Ross Island Bridge to have enhanced multimodal improvements.	No change recommended. This comment has been forwarded to the City of Portland and ODOT. However, the Ross Island Bridgehead project is part of the larger SW Corridor Light Rail and included in the NEPA decision. Funding for the project was subject to passage of a regional infrastructure funding measure. This project is expected to remain on hold until the SW Corridor project is funded. The Regional Transportation Plan regional transit network map (Figure 3-26) envisions frequent service across the Ross Island Bridge in the future. However, other more congested corridors are prioritized for better bus improvements like transit-only lanes in the that plan and the City of Portland's Enhanced Transit Corridors Plan. Project 10235 Ross Island Bridgehead Improvements will improve safety for pedestrians and bicyclists on the ramps off of SW Naito Parkway and Barbur Boulevard in association with the Southwest Corridor transit project.	N	C

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542	Pieniazek	Adam	Community member	Email	7/28/23	RTP Project List	10866	I-5 Interstate Bridge Replacement Program	Y	Raised concern that the RTP invests \$68.5 billion and does not complete sidewalk and bike network, and that the Interstate Bridge Replacement Program costs more than the combined investment in walking, biking and high capacity transit.	No change recommended. Our region continues to grow and investments are needed across all modes. This project has been identified as a priority by the Oregon Legislature and has committed funding through HB 2017 and other legislative actions. In addition, in 2022 JPACT and the Metro Council by Resolution No. 22-5273 as part of endorsing the modified locally preferred alternative recommendation and IBR Program commitments. This comment has been forwarded to ODOT for further consideration in the NEPA process that is underway. This project has been designed in coordination with local transit agencies and local agency partners to reflect multimodal transportation needs and make sure these investments are applied where they are most needed. IBR is investing nearly 2 billion on transit and bike/ped improvements. Transit investments include extending max line to Vancouver, adding three new light rail transit stations, and improvements to C-Tran's express bus services and local transit connections. Trimet and C-Tran are owners on the IBR program. IBR includes separated active transportation facilities crossing the Columbia River in addition to separate and integrated active transportation facilities on all local roadways included in the program area. Safety is also a key project need for the IBR program and includes safety for all modes of transportation. Safety also includes the need to replace the bridge with a structure that is seismically resistant. This comment has been forwarded to the Oregon Department of Transportation to identify opportunities to increase investments supporting walking, biking and high capacity transit on urban arterials.	N	C
543	Pillias	Natty	Community Cycling Center, Brown Brunch	Online Comment Form	8/18/2023	RTP Project List			Y	Expressed concern over the lack of active transportation projects in the New Columbia neighborhood.	Metro staff recommendation under development.	TBD	C
544	Pinckard	Cory	Community member	Online Comment	8/25/23	RTP Project List			Y	Recommends upgrading bus routes to rail service.	Metro staff recommendation under development.	TBD	C
545	Pliska	Sean	Community member	Online Comment Form	7/31/2023	RTP Project List	10866	I-5 Interstate Bridge Replacement Program	N	No change proposed. Expressed concern for freeway expansion through the central city and supported a tunnel alternative.	No change recommended. This project has been identified as a priority by the Oregon Legislature and has committed funding through HB 2017 and other legislative actions. In addition, in 2022 JPACT and the Metro Council by Resolution No. 22-5273 as part of endorsing the modified locally preferred alternative recommendation and IBR Program commitments. A tunnel concept was assessed as part of the project: https://www.interstatebridge.org/media/fgpasfd2/2021-04-19-final-itt_r1_sealed_remediated.pdf . A tunnel cannot be feasibly built within the footprint of I-5 without eliminating important connections to Hayden Island, downtown Vancouver and SR-14. It also comes with significantly more operational, environmental and historical resource impacts, and would cost more than a replacement bridge.	N	C
546	Poyourow	Michelle	Community member	Online Comment Form	7/28/2023	RTP Project List	11176	I-5 Rose Quarter	Y	Remove Project 11176 - I-5 Rose Quarter Improvements Project.	No change recommended. This project has been identified as a priority by the Oregon Legislature and has committed funding through HB 2017 and other legislative actions. This project has been forwarded to ODOT for consideration in the NEPA process that is underway. At specific areas along the state's worst highway bottleneck, the Project will add new auxiliary lanes, which serve as ramp-to-ramp connections, and expand the existing highway shoulders along I-5. While this will increase the paved width of the highway, the auxiliary lanes are designed to separate slower vehicles entering and exiting the highway from the higher speed through traffic using the existing through lanes. The new auxiliary lanes are projected to reduce congestion and improve safety on I-5 in our growing community. The wider highway shoulders will provide space for vehicles to safely exit the roadway in an emergency.	N	C

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547	Pulanco	Ed	Community member	Online Comment Form	7/20/2023	RTP Project List			Y	Requested to move bus stop on SE Belmont and SE Cesar Chavez boulevard further from the intersection for efficiency.	Amend as follows. Amend page 3 of Appendix F to the HCT Strategy to add "During corridor planning for this connection, consider community input on the configuration of the stop at SE Belmont and SE Cesar Chavez. Ensure there is adequate space for wheelchair boarding and queueing at this busy stop. Consider whether other stops along SE Cesar Chavez on this corridor could benefit from similar configuration adjustments." Generally, bus stop location and configuration is determined as part of the corridor planning process for high capacity transit and Better Bus and service and operations planning for frequent, regional and local bus. As such, this comment has been forwarded to TriMet for consideration. However, Appendix F does document these considerations for future high capacity transit corridors to inform planning efforts for that type of investment which includes upgraded station treatments and why the change above is recommended.	Y	C
548	Pumarega	Eeme	Community member	Email	8/25/2023	RTP Project List				I would like to submit the following public comments to the Regional Transportation Plan: 1. Our world is in a climate emergency, and transportation plays a huge role in the contributing factors to climate change. 2. Building more car-centric infrastructure, such as expanding freeways and prioritizing single passenger vehicles, is a sure way to fail at the regional climate goals. 3. Pedestrians, children, elders, cyclists, and other vulnerable road users are in great peril from the continuing expansion of car culture. 4. Metro must direct Regional Transportation Plan investment to save lives and reduce greenhouse gas emissions. 5. I support the positions of advocacy group No More Freeways.	Metro staff recommendation under development.	TBD	C
549	Putney	Mandy	ODOT Urban Mobility Office	Letter	8/25/2023	RTP Project List		I-205 Widening	Y	To align with the Urban Mobility Strategy Finance Plan that was submitted to Governor Kotek in July 2023, adjustments to the 2023 RTP are needed to better describe how the multiple phases of the I-205 Toll Project will be implemented. The first phase of the I-205 Toll project will implement a toll at the Abernethy Bridge in the fiscally constrained near-term time period that covers the 2023 – 2030 timeframe. The second phase of the I-205 Toll Project will include the Tualatin River Bridge toll, seismic improvements, and a third lane on I-205 from Stafford Road to OR213. Because this work is not expected to occur in the near-term, it should be moved to the fiscally constrained list covering the 2031 – 2045 timeframe. ODOT staff will provide updated modeling and financial assumptions and other related project details for inclusion in the 2023 RTP.	Amend as requested.	Y	C
550	Raderman	Dan	Community member	Online Comment Form	8/10/2023	RTP Project List	10867	I-5 Rose Quarter	Y	Remove project 10867.	No change recommended. This project has been identified as a priority by the Oregon Legislature and has committed funding through HB 2017 and other legislative actions. This project has been forwarded to ODOT for consideration in the NEPA process that is underway.	N	C

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551	Raderman	Dan	Community member	Online Comment Form	8/10/2023	RTP Project List	11974	I-405 Operational Improvements	Y	Remove project 11974 and redirect funding to bicycle projects.	No change recommended. This project does not add capacity to I-405. This comment has been forwarded to the Oregon Department of Transportation to identify opportunities to invest in supporting bicycle facility improvements on urban arterials.	N	C
552	Raderman	Dan	Community member	Online Comment Form	8/25/23	RTP Project List			Y	Requests a new project be added with bicycle and other multimodal safety improvements on Front Avenue.	No change recommended. Recent improvements by the City of Portland were made to Front Avenue between 9th and 21st Avenues. There is not a project(s) for the remaining north segment of Front Avenue in either the City's Transportation System Plan or Central City in Motion Plan. This comment has been forwarded to the City of Portland to consider as part of work around project prioritization with community as part of future planning efforts.	N	C
553	Reed	Kimberly	Americans with Disabilities Act Supporter	Online Comment Form	7/28/2023	RTP Project List			N	No change proposed. Expressed frustration with accessibility on TriMet trains.	Amend as follows. Amend page 46 of the High Capacity Transit Strategy under "Transit access" to add the following as a second paragraph: " <u>Accessibility of articulated buses and trains is another element of ensuring a high quality system for all ages and abilities. A key priority identified in TriMet's Coordinated Plan for People with Disabilities is improving the quality of existing services to address issues that prevent people from using available fixed-route transit service, which could include additional, larger or right-sized buses. For HCT this means considering improved accessibility of new vehicles provided as part of the capital investment among other potential solutions.</u> " Amend the narrative on page 3-102 for Transit Policy 1 in the RTP as follows: "Safe and comfortable access on buses and trains and to their stops and stations is critical to the rider's experience and convenience, but also makes transit fully accessible to people of all ages and abilities." Figure 11 on page 25 of the High Capacity Transit Strategy highlights how implementation of new high capacity transit is an opportunity to address disparities in accessing service and to that end page 58 includes considering a lesson-learned from early implementation of rapid bus in the region being more space for mobility devices on articulated buses. However, this lesson could be better applied to the recommended actions in the strategy as indicated above. Similarly, this is also part of broader accessible system for all ages and abilities as indicated in the adjustments proposed above.	Y	C
554	Regan	David	Community member	Online Comment Form	7/30/2023	RTP Project List			N	No change proposed. Expressed support for electrifying the fleet.	No change recommended. Chapter 3 of the RTP includes "Transit Policy 3 (page 3-112) to "Create a transit system that that encourages people to ride transit rather than drive alone and supports transitioning to a clean fleet that aspires for net zero GHG emissions, enabling us to meet our state, regional, and local climate goals." This policy supports transit fleet electrification which are projects 12081 and 12082 in the 2030 and 2045 Financially Constrained RTP investment strategies.	N	C
555	Robinson	Linda	Community member	Online Comment Form	8/21/23	RTP Project List	11850	I-84 Path Extension	Y	Move Project 11850 (I-84 Path Extension) forward to the 2030 Financially Constrained Project List.	Metro staff recommendation under development. This comment has been forwarded to the City of Portland for consideration of whether Project #11850 could be shifted forward to the near-term 2030 Financially Constrained Project List from the 2045 Financially Constrained Project List.	Y	C

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556	Rohrbach	Ethan	Cascade Policy Institute	Public hearing testimony	7/27/2023	RTP Project List			Y	Expressed concern for continued investment in transit oriented development in RTP and focus on low-income housing in TOD areas. Commented that ridership on MAX in TOD areas is low during evening rush hour (4-6PM), citing Orenco station as an example. Recommended that the region stop investing in the TOD program and to delete the project from the RTP project list.	No change recommended. Transit-oriented development is an important component of the region's land use strategy. Metro's TOD program consistently demonstrates higher transit ridership than the regional average in housing developments receiving TOD investments. The program's newly adopted strategic plan places a greater focus on the affordability of the developments that receive funding from Metro due to the fact that people with lower incomes ride public transit at a greater rate than the regional average and are often priced out by gentrification and displacement that sometimes accompanies major transportation investments.	N	C
557	Roth	Tim	Community member	Online Comment Form	7/20/2023	RTP Project List			N	No change proposed. Expressed support for corridor C4 Clackamas Town Center to Oregon City within the High Capacity Transit Strategy network vision.	No change recommended. Corridor C4 is included in the HCT Strategy vision.	N	C
558	Russell	Gregg	Community member	Email	7/19/2023	RTP Project List	11946	Fischer Rd Extension	N	Requests to move Project 11946 (Fischer Road Extension) Alternative 2 further north toward Beef Bend Rd.	No change recommended. The Regional Transportation Plan motor vehicle network establishes the vision for throughways and major and minor arterials, while collectors and neighborhood routes are designated in local Transportation System Plans like the one recently adopted by King City and guided by the Regional Transportation Functional Plan for connectivity and other elements. As such, this comment has been forwarded to the City of King City for consideration.	N	C
559	Schloming	Jennifer	Community member	Council testimony	7/11/2023	RTP Project List	12311	Frog Ferry	N	No change proposed. Expressed support for Frog Ferry passenger ferry service project.	No change recommended. This project is currently identified in the Financially Constrained RTP project list as a pilot project (#12311).	N	C
560	Scipioni	Ariana	Oregon Department of Fish and Wildlife	Letter	8/25/2023	RTP Project List			Y	There are several fish passage barrier sites in the Metro region, which were identified by the Department and other partners (Metro, City of Portland) during the Lower Columbia River Conservation and Recovery Plan development. The current TSP update may be an opportunity to complete those actions including daylighting streams and reconnecting channels as mitigation of new transportation impacts. Please reach out to Jim Brick, Lower Columbia Implementation Coordinator, Jim.D.BRICK@odfw.oregon.gov for more information.	Metro staff recommendation under development.	TBD	C
561	Scipioni	Ariana	Oregon Department of Fish and Wildlife	Letter	8/25/2023	RTP Project List			Y	Focused investments in habitat within Priority Wildlife Connectivity Areas (PWCAs) can increase the likelihood of long-term maintenance of wildlife connectivity in Oregon, maximize effectiveness over larger landscapes, improve funding efficiency, and promote cooperative efforts across ownership boundaries, resulting in interconnected movement pathways for wildlife in the state.	Metro staff recommendation under development.	TBD	C
562	Shams	Jamshid	African Youth Community Organization (AYCO)	Online Comment Form	8/23/23	RTP Project List			Y	Recommends generally increasing the coverage and frequency of transit service.	Metro staff recommendation under development.	TBD	C
563	Sharif	Askina	OSBC	Online Comment Form	8/12/2023	RTP Project List		Southwest Corridor	N	No change proposed. References the Southwest Corridor Project.	No change recommended.	N	C

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564	Shearer	Elise	St. Anthony Church, Tigard.	Online Comment Form	7/14/2023	RTP Project List			N	No change proposed.	No change recommended. Comment noted. The 2023 RTP does aim to support the Regional Transportation Safety Strategy and achieve the region's Vision Zero target to eliminate traffic deaths and life changing injuries by 2035. More than two thirds of capital funding in the RTP goes to projects that lead agencies identified as safety projects, and over half of the capital budget goes toward projects that are on the high-injury network, which includes the relatively small share of roads and intersections where most of the serious crashes in the region occur. The 2023 Regional Transportation Plan is also a key tool for enhancing the mobility options for all users across the region. The 2045 Financially Constrained investment strategy includes \$30.3 billion for transit. Similarly, the RTP is an important tool to help maintain a state of good repair for the existing transportation system and recognizes the importance of system maintenance before building new roadways. The 2045 Financially Constrained investment strategy includes \$15.4 billion for roadway and throughway operations and maintenance.	N	C
565	Shepley	David	Vintage trolley	Email	7/26/2023	RTP Project List	12257	Willamette Shore Line	Y	The 2023 Regional Transportation Plan must help solve the Global Climate problem. Willamette Valley Regional Passenger Rail service moved 4,000,800 people in 1915 (a quote from Brill Magazine December 1916 page 365). Metro must add Regional passenger service as part of the 2023 Regional Transportation Plan.	No change recommended. The 2023 Regional Transportation Plan does include investments for regional passenger rail including project #12257 for the Willamette Shore Line rail corridor in the 2045 Financially-Constrained investment strategy and project and #11751 for WES expansion to Salem in the 2045 Strategic investment strategy (aligned with the 2023 HCT Strategy vision). WES improvements to increase capacity (e.g., frequency) are also included in the High Capacity Transit Strategy network vision.	N	C
566	Slansky	Peter	Community member	Online Comment Form	8/5/23	RTP Project List	10567	Taylor's Ferry Extension	Y	Expressed concern about traffic volume impacts due to implementing this project/roadway connection - Project #10567 (Taylor's Ferry Road Extension) to connect to Oleson Road. There is already a high volume of traffic flowing through the neighborhood and extending to Oleson will provide a shortcut for people seeking a connection with I-5.	No change recommended. This comment has been forwarded to Washington County staff for consideration in future planning and project development work. The Regional Transportation Plan motor vehicle network establishes the vision for throughways and major and minor arterials, while collectors and neighborhood routes are designated in local Transportation System Plans like the one adopted by Washington County and guided by the Regional Transportation Functional Plan for connectivity and other elements. The Taylor's Ferry extension has been on the Washington County TSP since 1988 as a needed connectivity improvement consistent with the requirements of the Regional Transportation Functional Plan and Oregon's Transportation Planning Rule.	N	C
567	Smith	Robin	Community member	Online Comment Form	8/15/2023	RTP Project List	12311	Frog Ferry	N	Expressed support for passenger ferry service in the City of Portland.	No change recommended. This project is currently identified in the Financially Constrained RTP project list as a pilot project (#12311).	N	C
568	Smith	Chris	No More Freeways	Letter	8/15/2023	RTP Project List			Y	Chapter 7 makes it clear that the region's ambitious mode split goals will not be met with the pattern of investment in this RTP. Only a major shift in investment strategy can achieve our mode split goals. Of course mode split is only a means to the goal of a safer and more sustainable transportation system. While we strongly support additional investment in transit we note that building out the region's active transportation network would be the single most cost-effective investment we could make.	Metro staff recommendation under development.	TBD	C

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569	Stansbury	Katherine	Community member	Email	8/24/2023	RTP Project List			Y	We need bolder action on climate and traffic safety. To anyone who has lived in the Willamette Valley for decades, the longer, drier, hotter summers are an unmistakable change in our climate. The RTP underestimates the amount of carbon pollution that will come from driving without transformative changes to our transportation system. Elected officials around the region need to push the RTP to include more aggressive plans to reduce driving and invest in the most cost-effective initiatives to reduce carbon emissions – walkable communities and abundant public transit. The RTP can also be more bold on pushing for more aggressive regional congestion pricing in line with the Climate Smart Communities program, and direct money away from ODOT’s freeway expansions and towards community street initiatives. Metro needs to be an unambiguous champion of more equitable congestion pricing policy. The Regional Transportation Plan is an opportunity to outline how this region will prioritize investments in traffic safety over additional road capacity and freeways.	Metro staff recommendation under development.	TBD	C
570	Steffen	Suzanne	Community member	Email	8/24/2023	RTP Project List			N	Comments that with the devastating climate crises underway nationwide and a significant increase in traffic fatalities on Portland’s streets, the proposed RTP as written is a plan to fail to address these challenges.	No change recommended. Commentor did not propose a change. Comment noted.	TBD	C
571	Vasicek	Joe	Community member	Email	8/24/2023	RTP Project List			Y	Long story short, we need bold action on climate from our elected leaders. We cannot maintain the status quo with small incremental changes that will do nothing to avert the impending disaster that is climate change. We need to reorient our regional transportation system away from driving as the default mode and shift immediately to prioritizing safe active transportation networks and reliable mass transit options. The RTP needs to include more aggressive plans to reduce driving and invest in the most cost-effective initiatives to reduce carbon emissions – walkable communities and abundant public transit. Divert funding away from ODOT’s freeway expansions and towards community street initiatives. The RTP also needs to invest in traffic safety, please demand that ODOT prioritize investing in orphan highways instead of freeway expansions. Please show true leadership and deliver our region and the people in it the transportation vision that we deserve - for generations to come. Our future literally depends on it.	Metro staff recommendation under development.	TBD	C
572	Wade	Dan	Community member	Online Comment Form	8/25/23	RTP Project List	10235	Ross Island Bridgehead Improvements	N	No change proposed. Asks whether implementation of Ross Island Bridgehead Improvements (RTP #10235) is dependent on Southwest Corridor project implementation.	No change recommended. Realignment at Naito Parkway and the Ross Island Bridge Ramps is part of the South Portland Corridor Improvements Project in the City of Portland's Transportation System Plan for completion in the next 20 years independent of the Southwest Corridor Project.	N	C

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573	Wade	Dan	Community member	Online Comment Form	8/25/23	RTP Project List	10237	Southern Triangle Access Improvements		No change proposed. Asks whether this project includes grade separation to alleviate delay for all roadway users.	Metro staff recommendation under development. This comment has been forwarded to the City of Portland for consideration of updating the description for this project to include improved multimodal connections, particularly for transit. The City of Portland also recently received a federal grant to study solutions to blocked rail crossings in the city's central eastside and inner southeast areas more broadly.	N	C
574	Wai	Shoon Lei	African Youth Community Organization (AYCO)	Online Comment Form	8/14/2023	RTP Project List			N	No change proposed. Expressed support for expanding transit service frequency and coverage.	No change recommended. The transit policies in Chapter 3 of the RTP as well as the 2030 and 2045 Financially-Constrained investments strategies support expanding transit frequency and coverage.	N	C
575	Wicker-Lens	Harper	Community member	Online Comment Form	7/28/2023	RTP Project List			N	No change proposed. Expressed support for increasing light rail routes in North and Southwest Portland.	No change recommended. The High Capacity Transit Strategy network vision includes corridors C20 St. Johns to Milwaukie via Cesar Chavez, C21 Hayden Island to Downtown Portland via MLK, and C24 Swan Island to Parkrose via Killingsworth in North Portland and corridors C29 Southwest Corridor, C25 Beaverton to Portland via Hwy 10 (BH Hwy), C 225 PCC Sylvania to Downtown Portland via Capitol Highway, and C17S Oregon City to Downtown Portland via Hwy 43 in Southwest.	N	C
576	Wilcox	Peter	Easy Street	Council testimony	7/10/2023	RTP Project List	12311	Frog Ferry	N	No change proposed. Expressed support for Frog Ferry passenger ferry service project.	No change recommended. This project is currently identified in the Financially Constrained RTP project list as a pilot project (#12311).	N	C
577	Williams	Millicent	Portland Bureau of Transportation	Letter	8/24/2023	RTP Project List			N	No change proposed. We look forward to hearing about additional public comment received from stakeholders across the region, and we commit to working closely with Metro to provide thorough and thoughtful responses to any comments that relate to projects nominated by the City or where we are otherwise clearly involved in implementation. In addition, we continue to work with community and agency partners on significant emergent near-term opportunities and may have some additional tweaks to the project list to reflect those conversations in ways that best align with the significant funding opportunities currently available from our federal partners under the Bipartisan Infrastructure Law and the Inflation Reduction Act.	No change proposed. Comments noted.	N	C
578	Witherspoon	Tom	Community member	Online Comment Form	7/19/2023	RTP Project List			Y	Requested more all-day frequency across the regional transit network.	No change recommended. This comment has been forwarded to TriMet for consideration. Additionally, in light of changing trends and equity benefits, the agency's Forward Together service concept brings more all-day frequency to the network and the RTP investment scenarios build from that network to further increase service. This is in alignment with the RTP transit network vision for frequent transit on most arterial streets. However, fully implementing the levels of transit service envisioned in the Climate Smart Strategy would require more operating funds for TriMet than are currently in the agency's financial forecast.	N	C

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579	Wright	Jed	Community member	Online Comment Form	7/21/2023	RTP Project List	10921	Steel Bridge	N	No change proposed. Expressed support for the Steel Bridge Capacity/MAX Tunnel project (RTP ID# 10921) which improves reliability for all MAX lines and speed for the Red and/or Blue lines. Proposed considering additional capacity and speed improvements for the Orange, Yellow, and Green lines as part of future study.	Metro staff recommendation under development in coordination with TriMet. Near-term reliability through the Rose Quarter TC near the Steel Bridge for the Yellow Line are being analyzed as part of Project 10866: I-5 Interstate Bridge Replacement Program on the 2045 Financially Constrained list. This comment has also been forwarded to TriMet to consider amending Chapter 8 Section 8.2.3.4 Steel Bridge Transit Bottleneck Study to include consideration of additional complementary speed and reliability improvements for MAX lines that will continue to utilize the Steel Bridge following the tunnel improvement. All these options will be explored in initial phases steel bridge improvements and/or tunnel study would improve transit travel reliability. TriMet understands it is an existing challenge for the network and needs to be addressed.	TBD	C
580	Wright	Jedidiah	Community member	Online Comment Form	7/24/2023	RTP Project List	11587	Southwest Corridor	N	No changes proposed. Expressed interest in RTP ID #11587 connecting to Hillsdale and PCC Sylvania similar to other corridors identified in the High Capacity Transit Strategy update.	No change recommended. The preferred alternative for this project was analyzed, considered, and ultimately endorsed by the Steering Committee including jurisdictional partners and neighborhood stakeholders. It includes a PCC Sylvania shuttle and improvements to station access in south Hillsdale as an additional project elements as well. Underlying bus service helps expand connections to the light rail line which also includes some shared transitway to improve their performance. The High Capacity Transit Strategy envisions how additional connections could be made for Hillsdale and PCC Sylvania with the opportunity provided by rapid bus to further strengthen the network. The project does include approximately 2.1 miles of elevated trackway or bridges and one cut-and-cover crossing, providing a reliable, fast transit backbone between Bridgeport, Tigard, SW Portland and downtown Portland.	N	C
581	Wright	Jed	Community member	Online Comment Form	7/21/2023	RTP Project List	12035	SW Powell Blvd	N	No change proposed. Expressed support for corridor C1 Portland to Gresham via Powell within the High Capacity Transit Strategy network vision.	No change recommended. Corridor C1 is included in the HCT Strategy vision.	N	C
582	Wyatt	Bridget	Community member	Online Comment Form	7/28/2023	RTP Project List	10232	Flanders / Naito crossing	Y	Expressed frustration that it is not safe to cross Naito Pkwy from Steel bridge to Flanders. Expressed support for better lighting, safer sidewalks and fewer blockages by trains.	No change recommended. Comment has been shared with City of Portland staff. RTP project #10232 is intending to improve conditions described by the commenter - providing a new at grade crossing of Naito at Flanders with walking and bicycling improvements and new lighting.	N	C
583	Wynn	Jean	EMO, Youth vs	Online Comment Form	8/21/23	RTP Project List	10866	I-5 Interstate Bridge Replacement Program	Y	Revise project #10866 to remove or minimize added motor vehicle lanes.	No change recommended. This project has been identified as a priority by the Oregon Legislature and has committed funding through HB 2017 and other legislative actions. In addition, in 2022 JPACT and the Metro Council by Resolution No. 22-5273 as part of endorsing the modified locally preferred alternative recommendation and IBR Program commitments. This comment has been forwarded to ODOT for further consideration in the NEPA process that is underway.	N	C

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584	Scipioni	Ariana	Oregon Department of Fish and Wildlife	Letter	8/25/2023	RTP Project List			N	Notes that avoiding barriers to animal movement and restoring connectivity where possible will greatly reduce the impact of any transportation plan. Barriers to animal movement has been identified as a Key Conservation Issue by the Oregon Conservation Strategy and represents one of the top 7 threats to fish and wildlife conservation in Oregon. Linear features like transportation networks can impede fish and wildlife movement, and in-water construction can easily block or alter the movement of fish species. The direct result can be mortality or injury to individuals. The indirect result can be fragmentation of fish and wildlife habitat, putting populations at risk and increasing stress on ecosystem services.	Metro staff recommendation under development.	TBD	C
585	Bubenik	Frank	City of Tualatin	Letter	8/24/2023	RTP Project List, Overall			Y	We respectfully ask that the RTP acknowledge the recurrent traffic congestion on I-5 through Tualatin and Wilsonville and include projects such as an auxiliary lane between the Wilsonville interchanges and an auxiliary lane through the North Wilsonville interchange and improvements to facilitate southbound traffic from Boones Ferry Road entering I-5. The RTP includes a policy that defines an average travel speed of 35 mph as adequate on freeways and 20 mph as adequate for throughways (with signals, etc.). The proposed policy says that a roadway is functioning adequately if its speeds fall below these standards for no more than an average of 4 hours per day (typically the busiest 4 hours). Comment raised concerns about safety on arterials from diversion and GHG emissions from increased congestion on throughways. The Regional Mobility should be revised to keep the standards in effect for the whole day. In particular, I-5 through the cities of Tualatin and Wilsonville is severely congested for much of the day, resulting in thousands of vehicles each day using roads like Boones Ferry Road and 65th Avenue to divert around this congestion. Raised concerns that analysis presented does not show this congestion.	Metro staff recommendation under development.	TBD	C

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586	Boyd	Allison	Multnomah County	Letter	8/25/2023	RTP Project List, Safety				As we implement the 2023 RTP, it would be useful to review how the region is defining safety projects and ways that we can use strong safety criteria as part of the RTP and MTIP review process to ensure that investments will reduce risk to the most vulnerable users. For the purposes of evaluating our ability to meet our Vision Zero goal, we suggest defining safety projects, or identifying a subset of projects in the RTP, that use proven safety countermeasures to reduce risk to pedestrians and bicyclists, such as controlling speeds and separating modes. As more jurisdictions develop Safety Action Plans over the next few years, these plans should also help us evaluate and focus on projects that will have the biggest impact on reducing fatalities and serious injuries. It could also be useful to take a deeper look at why some RTP projects planned for high injury corridors are not considered safety projects - is it just inconsistencies in how projects are categorized or are there missed opportunities in adding safety countermeasures to those projects? Additionally, we suggest developing greater partnerships with county health departments to provide more in-depth analysis and surveillance systems to operationalize methods from traffic safety reports into Metro planning and analyses.	Amend as requested.	Y	C
587	Boyd	Allison	Multnomah County	Letter	8/25/2023				N	Suggests that the air quality analysis included in the RTP is not sufficient to understand the health impacts or potential benefits of investments. Mass-based estimates of pollution (e.g. tons per year) at the scale of the whole airshed are not enough to determine how health is affected, or whether benefits and burdens are equitably distributed. Suggests a couple of methods that could result in more specific data to help guide investments and recommends that Metro reach out to the three county health departments prior to or at the beginning of the RTP update planning process to discuss ways to build capacity and partner with agencies for monitoring and evaluating potential air quality impacts related to RTP projects.	No change recommended. Comment will be considered for future updates to the RTP.	N	C
588	Chaplin	Chris	Community member	Online Comment Form and Email	8/24/23				Y	Metro also needs to be an unambiguous champion of more equitable congestion pricing policy. Likewise, the RTP should direct money away from ODOT's freeway expansions and toward community street initiatives.	Metro staff recommendation under development.	TBD	C
589	Chaplin	Chris	Community member	Online Comment Form and Email	8/24/23				Y	Neighborhood Greenways, like my neighborhood's Center Street, should begin implementing traffic calming measures that highly discourage and eventually prohibit car use.	Metro staff recommendation under development.	TBD	C
590	Chaplin	Chris	Community member	Online Comment Form and Email	8/24/23				Y	Please address the urgent public health and safety issue of worsening air pollution. The RTP should champion any and all measures that would improve Portland's air quality, whether directly or indirectly.	Metro staff recommendation under development.	TBD	C
591	Charles	John	Cascade Policy Institute	Letter	8/25/2023				Y	Asserts that the updated regional mobility policy included in the RTP does not prioritize congestion relief, which the comment identifies as a public transportation planning priority. Implicitly recommends revising the policy to elevate congestion relief as a priority.	Metro staff recommendation under development.	TBD	C

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592	Farrell	Mike	Community member	Email	8/25/2023				Y	Supports policy positions submitted by No More Freeways. Proposes divesting from cars and investing in alternative forms of transportation, making it safe to walk and bike.	Metro staff recommendation under development.	TBD	C
593	Handlin	Lynn	Community member	Online Comment Form	8/21/23				Y	Proposes that the plan needs more transit walking and bicycling projects and plans to increase tree canopy, especially in low income areas. Requests that no freeways be widened. Requests no widening freeways and calling them "enhancements".	Metro staff recommendation under development.	TBD	C
594	Hart	Anders	Community member	Online Comment Form	8/23/23				N	Expresses support for the RTP policy recommendations outlined by No More Freeways.	Metro staff recommendation under development.	TBD	C
595	Hart	Anders	Community member	Online Comment Form	8/23/23				Y	Requests the RTP include a "people throughput" performance measure in its mobility policy, and include accessibility performance measures that address the connection between land use, transportation demand, and mode split.	Metro staff recommendation under development.	TBD	C
596	Hassan	Nuur	OSBC	Online Comment Form	8/14/2023				N	I want make difference within our community and help others in need, provide resources for our communities. And encourage our teens to reach their goals.	No change proposed in comment. Comment noted. No change recommended.	N	C
597	Kappler	Rick	Community member	Email	8/25/2023				N	Expresses opposition to allowing through-streets within the redevelopment of Alpenrose Dairy.	Metro staff recommendation under development. This comment has been shared with City of Portland staff for consideration.	TBD	C
598	Korman	Jonathan	Community member	Online Comment Form	8/25/23				Y	Strongly supports transportation other than private cars: bicycles, public transit, and WALKING. Resources and safety. Yes, that includes congestion pricing.	Metro staff recommendation under development.	TBD	C
599	Kuehn	Aaron	Bike Loud	Online Comment Form/ Letter	8/25/23				Y	Expresses support for the Draft RTP. However, expresses concern that the dollar amounts allocated to active transportation which, is underfunded, do not correspond to RTP priorities. Expresses concern about the budget in Table 5.4 that allocates 50% of total spending to motor vehicles and only puts 4.5% into the active transportation budget, to be split between walking and bicycling. For every \$1 spent on sidewalks, or on fixing gaps in the bike network, \$25 will be spent on motor vehicles?	Metro staff recommendation under development.	TBD	C
600	Kuehn	Aaron	Community member	Online Comment Form	8/24/23				Y	Figure 4.30: Clark County is mislabeled as Clackamas County in the destination column.	Amend as requested.	Y	C
601	Kuehn	Aaron	Community member	Online Comment Form	8/24/23				Y	Text says "Figure 3-35, the Regional Bicycle Network. Click on 2023 for online zoomable version of map." There is no available link to click. Would be great to see bigger version of this map.	Amend as requested.	Y	C

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602	Lindquist	Hector	Community member	Online Comment Form	7/28/2023				N	Commenter could not see the draft plan.	No change recommended.	N	C
603	Lindsay	Eric	Community member	Online Comment Form	8/25/23				Y	Requests implementation of 1) congestion pricing to manage traffic instead of expanding freeways 2) modern mobility policies for monitoring systems. 3) maximize implementation of truly safe and comfortable biking, walking, and mass transit infrastructure over car infrastructure. Expresses deep concern that cars (including EVs) already choke our cities and built environment.	Metro staff recommendation under development.	TBD	C
604	MacDonald	Chris	Community member	Online Comment Form	7/31/2023				N	No change proposed. Expressed frustration with fare increases and safety while riding transit and requested that any fare increases support increased security and enforcement.	No change recommended. This comment has been forwarded to TriMet for consideration as the agency sets fare rates and implements security to improve safety on-board and at stations. Additionally, Chapter 3 of the RTP includes Transit Policy 11 (see pages 3-122 to 123) to "Make transit affordable, especially for people with low incomes." As studied and documented in Metro's 2022 Equitable Transportation Funding Research Report, it is important that fares are charged equitably and to not create barriers for riders. The policy above supports affordable fare for all, particularly low-income riders and accessible programs for providing such fares to promote their use. One challenge is that increased service is also the top priority for low-income (and all) riders and fare revenue directly supports that expansion for larger transit agencies. In 2022 TriMet doubled the number of unarmed security staff at stations and on buses and trains. On July 26, they approved a new contract with the security provider that will expand the Safety Response Team further. The Regional Transportation Plan also includes two projects for safety and security operating capital: 11334 and 11016 in the 2030 and 2045 Financially Constrained RTP investment strategies.	N	C
605	Mann	Myat Noe	African Youth Community Organization (AYCO)	Online Comment Form	8/17/2023				N	Expressed concern for road worker safety.	No change proposed in comment. Comment noted. No change recommended.	N	C
606	McCormick	Michaela	Community member	Online Comment Form	8/17/2023				Y	Requests that the RTP must address the climate crisis and equity issues by: prioritizing the needs of marginalized communities, through "degrowth", drastically reduce our use of private fossil fuel vehicles, prioritizing affordable, accessible public transportation and active transportation, without further environmental damage.	Metro staff recommendation under development.	TBD	C
607	McCourt	Randy	Community member	Email	7/28/23				N	No change proposed. Highway Jurisdictional Transfer Cities approved the land use and are complicit in the state of these local facilities that ODOT operates and should be under local control. Grants to advance improved access and safety are great but holding ODOT hostage for transfer is not appropriate use of regional funds. Turning over subverted funds the sooner the better. The cities need to own these facilities and work regionally to prioritize funding.	Metro staff recommendation under development. Metro led a Regional Framework for Highway Jurisdictional Transfer with ODOT to facilitate conversations for transfers (https://www.oregonmetro.gov/tools-partners/guides-and-tools/jurisdictional-transfer-assessment). This comment will be shared with statewide Jurisdictional Transfer Advisory Committee created through HB 2793 - expected to begin meeting in Fall 2023.	TBD	C

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608	McDonald	Katie	Metro Tribal Affairs Program Liaison	Email	8/25/2023				Y	In response to the priorities, concerns, themes, and requests identified through tribal consultation and engagement with participating Tribes, the Metro Tribal Affairs program is preparing a suite of recommendations for improving Metro's consultation process for regional transportation planning and processes including future updates to the RTP and MTIP. Tribal Affairs program staff are endeavoring to draft and review the proposed recommendations with interested tribal staff and representatives to ensure they are responsive to their respective interests and needs from Metro as an MPO and responsible agency for the RTP and MTIP plan updates. An additional communication from the Tribal Affairs program will be provided to the transportation planning team soon detailing these specific recommendations and identifying key resources (e.g., funding, staff time, etc.) that will be required to adaptively manage and realize these recommendations to create a more thorough and meaningful consultation approach for Tribes to engage in with Metro in the future.	Amend as requested. These recommendations will be incorporated into the 2023 RTP.	Y	C
609	Mohamed	Hawa	OSBC	Online Comment Form	8/15/2023				N	To help youth with their education and help them achieve their dreams.	No change proposed in comment. Comment noted. No change recommended.	N	C
610	Robinson	Linda	Resident of East	Online Comment Form	8/21/23				Y	Requests that Metro show more interest and public investment in the Gateway Regional Center, consistent with a vision that the area would become "the most intensely developed area in Portland outside of the Central City".	Metro staff recommendation under development.	TBD	C
611	Stenger MD	Joseph	Community member	Online Comment Form	8/23/23				Y	Comment requests clarification on regional greenhouse gas reduction targets and suggests that regional targets be consistent with the updated goals set by the Oregon Global Warming Commission.	No change recommended. The regional climate targets set by the State for the 2023 RTP update are discussed both in Chapters 2 and 4 (pages 2-15 and 4-52). As discussed in Chapter 4, these targets are based on State climate analyses and policies.	N	C
612	Vannatta	JC	TriMet	Letter	8/25/2023					Chapter 8 should also include reference to the ongoing regional planning efforts to take advantage of federal Climate Pollution Reduction funds as well.	Amend as requested. Add a description of regional work on the EPA Climate Pollution Reduction Grant.	Y	C
613			ODOT Region 1	Online Comment Form	8/8/2023	RTP Chapter 4			Y	1st paragraph: Metro's RTP update also reflects issues outside state and local agency control like gas price forecasts that have changed significantly in last 15 years. Recommend adding text to address this.	Metro staff recommendation under development.	N	C

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614	Vannatta	JC	TriMet	Letter	8/24/2023					Climate change is impacting our communities now and regional, state and federal policies support the transportation system's transition away from diesel and fossil-fuel powered vehicles of all types. Chapter 8 is an opportunity to spell out our strategies and actions to address climate pollution from transportation. Regional coordination on the transition of the entire transportation system to zero-emissions is a regionally significant effort that we are all working on and is critical to meet our climate goals, but not a new planning effort. A new working group or regular coordination group convened by Metro would be a useful addition to reference in Chapter 8, section 8.2.2.8.	Metro staff recommendation under development.	TBD	C
615			ODOT Region 1	Online Comment Form	8/8/2023	RTP Chapter 4			Y	Draft text states "Metro is required to use State assumptions about the carbon intensity of vehicles and fuels in its climate analysis, and can choose whether to adjust some pricing assumptions provided by the state" " According to GHG Target Rule, Metro is allowed, not required to use STS state assumptions for vehicle and fuel regulations, energy and pricing. Metro can choose to be less ambitious than these assumptions and still meet the target. A number of state vehicle and fuel regulations were passed in 2021-2023 timeframe, Metro may be referencing these regulations. Recommend clarifying text.	Metro staff recommendation under development.	TBD	C
616	Hangland-Skill	Michael	Community member	Online Comment Form	8/22/23	RTP Project List	12020	212/224 Sunrise Project	Y	Opposes project and requests that the project not be implemented until the corridor gets frequent, reliable, and fast high capacity transit. Only fund the project, if, after the transit is implemented expansion is still needed.	Metro staff recommendation under development. This comment has been forwarded to the Oregon Department of Transportation for consideration.	TBD	C
617	Rosenthal	Gerritt	Metro Councilor	Email	7/18/23	RTP Chapter 4			Y	Proposes adding further detail on the tolling, taxes, and fees, assumed in the State Transportation Strategy as described on p. 4-56.	Metro staff recommendation under development.	Y	C
618	Rosenthal	Gerritt	Metro Councilor	Email	7/25/23	RTP Chapter 7			Y	Proposes adding information on the assumptions in the Statewide Transportation Strategy that contribute to regional VMT per capita results.	Amend as requested.	TBD	C
619	Cota	Nicolas	Community member	Online Comment Form	8/21/23	RTP Project List	11990	I-5 Boone Bridge and Seismic Improvement: SB Wilsonville Rd to Wilsonville-Hubbard Hwy (UR, CN, OT)	Y	Request to look at ways to avoid adding auxiliary lanes before looking at ways to provide an equal transit, biking, and walking alternative over the Boones Bridge. Adding capacity at the edge of the Metro UGB will only incentivize future expansion of the UGB and commit to more GHG emissions with new demand of trips that are even farther from resources.	Metro staff recommendation under development. This comment has been forwarded to the Oregon Department of Transportation for consideration.	TBD	C

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620	Johnson	Dan	Clackamas County Department of Transportation and Development	Letter	8/14/2023	RTP Chapter 3			Y	Requests removing "Throughways with traffic signals – Non expressways" from Table 3-5 on page 3-59 and continue to rely upon the existing V/C measures for these facilities. Requests that it be clear in the draft 2023 RTP that V/C measures for intersection analysis to address traffic safety can be retained by jurisdictions. The new Mobility Policy Measures should not require revisions to existing standards until a full study of those measures has been completed with review and approval by TPAC, JPACT and the Metro Council.	Metro staff recommendation under development.	TBD	C
621	Bayless	Christian	Community member	Online Comment Form	7/14/2023	RTP Chapter 5			N	No change proposed. Expressed frustration with the share of investment for people driving in the 2023 RTP project lists and supported investment strategies encouraging mode shift.	Metro staff recommendation under development for further discussion of Policy Topic #1 (Investment Emphasis - Project Mix and Timing).	TBD	D
622	McCourt	Randy	Community member	Email	7/28/23	RTP Chapter 5			Y	Suggests adding information about funding programs that allow discretionary action to be taken to make small incremental investments in walking network connectedness using the large project bid units as cost control. Notes that it is not unusual in value engineering to devalue walking networks (taking trails down from 12 to 6 feet, not connecting projects to adjacent activities). Having discretionary funds for this purpose allows siloed project managers to remain "on-budget" and the walking network blind spots gaps to be addressed costs effectively.	Metro staff recommendation under development for further discussion of Policy Topic #1 (Investment Emphasis - Project Mix and Timing).	TBD	D
623	Lueb	Heidi	City of Tigard	Letter	8/25/2023	RTP Chapter 7			Y	Proposes that it is critical for this RTP to prioritize low and no-carbon mobility options given the transportation sector contributions to regional GHG emissions and the introduction of new state-mandated Climate Friendly and Equitable Communities (CFEC) rules.	Metro staff recommendation under development for further discussion of Policy Topic #1 (Investment Emphasis - Project Mix and Timing).	TBD	D
624	Falcon Gonz	Ariadna	The Getting The	Online Comment Form	8/25/23	RTP Chapter 8			Y	Metro should consider revising Chapter 8 to incorporate and fund a process that empowers affected community members to participate in prioritizing and providing feedback on the execution of these projects. Chapter 8 should also contain language that advocates for allocating resources that enable Metro staff to enhance the depth of project-level evaluations.	Metro staff recommendation under development for further discussion of Policy Topic #1 (Investment Emphasis - Project Mix and Timing).	TBD	D
625	Walter	Dawn	Oregon Walks	Letter	8/24/2023	RTP Chapter 8			Y	Proposes that work be outlined in Chapter 8 to develop to set the groundwork for a new, updated and forward-thinking process for how projects are solicited and accepted to meet RTP goals; how projects are implemented to achieve better outcomes; and how TSPs and corridor plans can better achieve RTP goals.	Metro staff recommendation under development for further discussion of Policy Topic #1 (Investment Emphasis - Project Mix and Timing).	TBD	D
626	Meier	Emily	Community member	Email	8/26/2023	RTP overall			Y	Expresses concern about the current climate crisis and request regional leaders acknowledge this by taking urgent action to reduce driving and invest in safe walkable/bikeable communities and public transit, and not building any more freeway projects.	Metro staff recommendation under development for further discussion of Policy Topic #1 (Investment Emphasis - Project Mix and Timing).	TBD	D

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627	Alnajjar	Mohanad	TV Highway Equity Coalition	Letter	8/25/2023	RTP Project List			Y	Expressed concern about impact of roadway widening projects that do not address safety or transit access on climate and noted funding for new lanes would be better spent on improving bus, bike and walking connections.	Metro staff recommendation under development for further discussion of Policy Topic #1 (Investment Emphasis - Project Mix and Timing).	TBD	D
628	Alnajjar	Mohanad	TV Highway Equity Coalition	Letter	8/25/2023	RTP Project List			Y	Requests project sponsors to clearly define and explain the prioritization process first by transportation agencies (before they are moved to the RTP) and then by Metro to decide which projects get funded. Expressed concern that more than 37% of RTP projects are outside equity focus areas .	Metro staff recommendation under development for further discussion of Policy Topic #1 (Investment Emphasis - Project Mix and Timing).	TBD	D
629	Christian	Garrison	Community member	Online Comment Form	8/23/23	RTP Project List			Y	Requested the RTP prioritize and invest more in transit, walking and biking to reduce car dependency.	Metro staff recommendation under development for further discussion of Policy Topic #1 (Investment Emphasis - Project Mix and Timing).	TBD	D
630	Falcon Gonz	Ariadna	The Getting The	Online Comment Form	8/25/23	RTP Project List	12095, 12299	ODOT's Safety & Operations Projects (2023-2030, 2031-2045)	Y	Requests that more details be provided for projects that are "bundles." Notes that this transparency is pivotal for receiving meaningful input from the community about whether these projects effectively address the most critical safety and operational needs within their localities.	Metro staff recommendation under development for further discussion of Policy Topic #1 (Investment Emphasis - Project Mix and Timing).	TBD	D
631	Gingery	Lars	Community member	Online Comment Form	8/22/23	RTP Project List			N	Expressed concern that majority of RTP spending is on vehicle oriented projects instead of walking or biking projects that help meet climate and safety goals.	Metro staff recommendation under development for further discussion of Policy Topic #1 (Investment Emphasis - Project Mix and Timing).	TBD	D
632	Hetrick	Josh	Community member	Online Comment Form	8/25/23	RTP Project List			Y	Expresses support for should have stronger investments in efficient, frequent transit and active transportation.	Metro staff recommendation under development for further discussion of Policy Topic #1 (Investment Emphasis - Project Mix and Timing).	TBD	D
633	Hristić	Zana	Community member	Email	8/25/2023	RTP Project List			Y	Please stop planning to fail on our climate and traffic safety goals. Please adopt the policy position submitted by No More Freeways. To achieve our climate and safety goals we must demand a future with safer streets and no more freeways.	Metro staff recommendation under development for further discussion of Policy Topic #1 (Investment Emphasis - Project Mix and Timing).	TBD	D
634	Iannarone	Sarah	The Street Trust	Letter	8/25/2023	RTP Project List			Y	Proposes that it is crucial that the projects in this RTP and upcoming transportation plans reflect a prioritization that addresses safety gaps, promotes equity, and focuses on enhancing public and active transportation networks, especially those used by marginalized communities.	Metro staff recommendation under development for further discussion of Policy Topic #1 (Investment Emphasis - Project Mix and Timing).	TBD	D
635	Iannarone	Sarah	The Street Trust	Letter	8/25/2023	RTP Project List			Y	Requests that safety projects be itemized and prioritized, rather than bundled. Projects should demonstrate specific human health and safety needs that cannot be met through alternative methods without expanding motor vehicle capacity.	Metro staff recommendation under development for further discussion of Policy Topic #1 (Investment Emphasis - Project Mix and Timing).	TBD	D
636	Klotz	Doug	Community member	Email	8/24/2023	RTP Project List			Y	Proposes adopting the policy positions of No More Freeways, including prioritizing safer streets and not building freeways.	Metro staff recommendation under development for further discussion of Policy Topic #1 (Investment Emphasis - Project Mix and Timing).	TBD	D

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637	Lauritzen	Zachary	Oregon Walks	Public hearing testimony	7/27/2023	RTP Project List			Y	Raised concerns about the freeway projects in the draft plan commenting that widening projects won't relieve congestion in the long term. There is zero evidence it works. Commented that better long term strategies to get people out of traffic are pricing, land use, transit, which are in the RTP but countered by the freeway projects. Commented that ODOT is asking region to tax constituents through tolls and then is putting the money toward freeway projects that will make climate problems worse and more expensive to fix in the future. Commented that if ODOT was concerned about safety the RTP would be investing in the orphan highways in the RTP.	Metro staff recommendation under development for further discussion of Policy Topic #1 (Investment Emphasis - Project Mix and Timing).	TBD	D
638	Lauritzen	Zachary	Oregon Walks	Letter	8/23/2023	RTP Project List	12095, 12299	Safety and Opera	Y	Requests that ODOT projects 12095 and 12299 that "Safety and Operations Projects" totalling more than \$1.2 billion dollars be unbundled these safety projects, articulate what each one is, and prioritize those projects.	Metro staff recommendation under development for further discussion of Policy Topic #1 (Investment Emphasis - Project Mix and Timing).	TBD	D
639	Lee	Amythest	Community member	Online Comment Form	8/25/23	RTP Project List			N	Expresses disappointment that the investment strategies do not seem to support regional goals of improving conditions for walking, bicycling and transit due to the high investment in improvements for motor vehicles when these other modes are in significant need of investment to be convenient and comfortable.	Metro staff recommendation under development for further discussion of Policy Topic #1 (Investment Emphasis - Project Mix and Timing).	TBD	D
640	Lee	Amythest	Community member	Online Comment Form	8/25/23	RTP Project List	12095	Safety & Operatic	Y	Proposes that the entire focus of the RTP should be on projects that improve safety "and other improvements that do not add motor vehicle capacity." Notes that it is antithetical to Vision Zero to increase high speed personal vehicles on streets that also contain pedestrians and cyclists.	Metro staff recommendation under development for further discussion of Policy Topic #1 (Investment Emphasis - Project Mix and Timing).	TBD	D
641	Morgan	Brett	1000 Friends of	Online Comment Form	8/25/23	RTP Project List	12095, 12299	ODOT Safety & Operations Projects: 2023-2030, 2031-2045	Y	Expresses support to prioritize projects that move our region towards climate, safety, and equity goals by increasing transportation options and reducing vehicle miles traveled.	Metro staff recommendation under development for further discussion of Policy Topic #1 (Investment Emphasis - Project Mix and Timing).	TBD	D
642	Namkoong	Indi	Verde	Public hearing testimony	7/27/2023	RTP Project List			Y	Commented the draft RTP illuminates the tradeoffs being made and that the system analysis shows the RTP is falling short of safety, equity and mobility goals. Recommended funding be shifted in the RTP to focus on those goals and to ensure bundled projects are held accountable to advancing those goals.	Metro staff recommendation under development for further discussion of Policy Topic #1 (Investment Emphasis - Project Mix and Timing).	TBD	D
643	Namkoong	Indi	Verde	Letter	8/24/2023	RTP Project List	12095 & 1229	ODOT Safety & Operations Projects: 2023-2030, 2031-2045	Y	Proposes that "Bundled" safety projects like the \$1.2 billion in Safety and Operations projects submitted by ODOT, RTP IDs 12095 & 12299, should be disaggregated so they can be assessed and held accountable to the goals and policies of this RTP.	Metro staff recommendation under development for further discussion of Policy Topic #1 (Investment Emphasis - Project Mix and Timing).	TBD	D

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644	Namkoong	Indi	Verde	Letter	8/24/2023	RTP Project List			Y	Proposes that to the greatest extent practicable, the projects in the RTP should be analyzed & prioritized based on their compliance with the policies included in Chapter 3 and their ability to address climate, mobility, safety, and equity. Proposes that where projects or investments do not comply with current policy, a pathway to rectify this and bring projects into compliance should be clearly identified in the plan, possibly as a follow up action in Chapter 8.	Metro staff recommendation under development for further discussion of Policy Topic #1 (Investment Emphasis - Project Mix and Timing).	TBD	D
645	O'Neil	Dan	Community member	Online Comment Form	8/24/23	RTP Project List			Y	Expressed concern that majority of RTP spending is on motor vehicle projects instead of walking or biking projects that help meet climate and safety goals.	Metro staff recommendation under development for further discussion of Policy Topic #1 (Investment Emphasis - Project Mix and Timing).	TBD	D
646	Olson	Addie	Community member	Online Comment Form	8/23/23	RTP Project List				Requested the RTP to invest more in walking and biking infrastructure.	Metro staff recommendation under development for further discussion of Policy Topic #1 (Investment Emphasis - Project Mix and Timing).	TBD	D
647	Pieniazek	Adam	Community member	Online Comment Form	7/28/2023	RTP Project List			Y	Expresses deep concern and anger over the distribution of investments in the RTP. It is absolutely insane to develop a plan that'll spend \$68.5 billion and won't result in sidewalks everywhere and a bike network that is connected and protected. To top it off the I-5 scam is getting more money than all of walking, biking and transit combined? Why not just light all our trees on fire and go ahead and admit that you hate the environment? It'd certainly be cheaper than this ridiculous plan that triples down on the bad ideas of the past and takes us headfirst off the climate cliff. All we ever hear is that there isn't enough money for bike and pedestrian infrastructure and you turn around and spend billions on ideas that have already been demonstrably massive failures. I could continue but it's clear the time I'm spending writing this email is a waste of time because you can't polish a turd. Everyone involved in coming up with this monstrosity should resign and never again touch anything transport related again. Pass me whatever it is y'all are smoking, I need it after reading through your apocalyptic plan.	Metro staff recommendation under development for further discussion of Policy Topic #1 (Investment Emphasis - Project Mix and Timing).	TBD	D
648	Pinckard	Cory	Community member	Online Comment Form	8/25/23	RTP Project List			Y	Recommends reducing RTP investments in motor vehicle projects.	Metro staff recommendation under development for further discussion of Policy Topic #1 (Investment Emphasis - Project Mix and Timing).	TBD	D
649	Ramirez	Citlaly	The Street Trust	Public hearing testimony	7/27/2023	RTP Project List	12095, 12299	ODOT Safety & Operations Projects: 2023-2030, 2031-2045	Y	Expressed concern about the \$1.2 billion for ODOT's 'bundled' projects that address safety and operations, and requested that these projects be held accountable and prioritize safety, equity and expanding travel options.	Metro staff recommendation under development for further discussion of Policy Topic #1 (Investment Emphasis - Project Mix and Timing).	TBD	D
650	Reimer	Daniel	Community member	Online Comment Form	8/25/23	RTP Project List			Y	Expresses strong concern about RTP budget, noting 2% goes to biking, and 2% on walking, for the next 22 years! 42% of the budget will go to automobile transportation. The budget allocation does not reflect the needs of the communities. Our neighborhood arterials don't have sidewalks, unsafe bike lanes, and poor bus schedules.	Metro staff recommendation under development for further discussion of Policy Topic #1 (Investment Emphasis - Project Mix and Timing).	TBD	D

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651	Risser	Sarah	Community member	Online Comment Form	8/21/2023	RTP Project List			Y	This plan does not present bold action on climate, and we desperately need bold action on the climate. The RTP must adopt more aggressive plans to reduce driving by investing in the most cost-effective initiatives to reduce carbon emissions: 1) walkable communities and public transit 2) more aggressive regional congestion pricing in line with the Climate Smart Communities Program, 3) money directed away from ODOTs freeway expansions and towards community street initiatives. The RTP falls short on addressing our crisis of road fatalities as well. It should prioritize investments the make orphan highways safe for all road users NOT freeway expansions.	Metro staff recommendation under development for further discussion of Policy Topic #1 (Investment Emphasis - Project Mix and Timing).	TBD	D
652	Stevens	Frank	Community member	Online Comment Form	8/25/23	RTP Project List			Y	Proposes changing the RTP project list to focus on prioritizing and funding projects that address safety and equity goals.	Metro staff recommendation under development for further discussion of Policy Topic #1 (Investment Emphasis - Project Mix and Timing).	Y	D
653	Stevens	Frank	Community member	Online Comment Form	8/25/23	RTP Project List	12095, 12299	ODOT's Safety & Operations Projects (2023-2030, 2031-2045)	Y	Requests that "Bundled" projects be unbundled and have details and be held accountable to RTP policies and to the needs of communities. The contents & prioritization framework for projects like these are unclear.	Metro staff recommendation under development for further discussion of Policy Topic #1 (Investment Emphasis - Project Mix and Timing).	TBD	D
654	Sun	Anna	Community member	Email	8/24/2023	RTP Project List				Proposes the need for bolder action on climate, traffic safety and air quality. Proposes more aggressive plans to reduce driving and invest in walkable communities and abundant public transit; more aggressive and equitable regional congestion pricing; and for ODOT to direct money away from freeway expansions and prioritize investing in orphan highways.	Metro staff recommendation under development for further discussion of Policy Topic #1 (Investment Emphasis - Project Mix and Timing).	TBD	D
655	Sunderman	Casey	Community member	Email	8/25/2023	RTP Project List			Y	Our regional transportation planning must top planning for roadways for automobiles. Weneed more safe bike routes, we need safe crosswalks for pedestrians, we need more public transportation. Public transportation should include security personnel so that people feel safe taking public transportation. Major MAX hubs should have locked restrooms that can be accessed with a HOP card. Climate change isnt coming. Climate change is HERE NOW.	Metro staff recommendation under development for further discussion of Policy Topic #1 (Investment Emphasis - Project Mix and Timing).	TBD	D
656	Todd	Judy	Community member	Written Testimony	8/25/2023	RTP Project List			Y	I take my stand with No More Freeways www.nomorefreewayspx.com: Climate leaders don't widen freeways. Climate leaders don't keep plans to widen them, either. We hope the Metro Council will demonstrate in action the climate and traffic safety leadership that they use in rhetoric by adopting these aggressive and necessary changes to the Regional Transportation Plan.	Metro staff recommendation under development for further discussion of Policy Topic #1 (Investment Emphasis - Project Mix and Timing).	TBD	D
657	Treiger	Jacqui	Oregon Environmental Council	Letter	8/24/2023	RTP Project List	12095 & 12299	Safety and Operations	Y	Proposes that "bundled" safety projects such as the \$1.2 billion in ODOT's Safety and Operations projects, RTP IDs 12095 & 12299, be broken down and listed out. With the current information provided by ODOT, it is unclear what projects this huge investment in our region will include or how they will be prioritized.	Metro staff recommendation under development for further discussion of Policy Topic #1 (Investment Emphasis - Project Mix and Timing).	TBD	D

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Comment #	Last Name	First Name	Affiliation	Method	Date received	RTP Chapter or RTP Appendix or RTP Project List or RTP Overall or HCT Strategy	RTP ID if applicable	Project Name if applicable	Comment proposes a change? (Y/N)	Summary of Comment and Proposed Change Identified in Comment (changes shown in bold-strikeout and <u>underscore</u>)	DRAFT Metro Staff Recommended Action in Response to Comment (changes shown in bold-strikeout and <u>underscore</u>)	Change Recommended (Y/N/TBD)	Discussion or Consent topic (D/C)
658	Treiger	Jacqui	Oregon Environmental Council	Letter	8/24/2023	RTP Project List			Y	Requests that projects in the RTP be prioritized in alignment with Chapter 3 policies, using the system analysis in Chapter 7, in collaboration with lower income communities and communities of color.	Metro staff recommendation under development for further discussion of Policy Topic #1 (Investment Emphasis - Project Mix and Timing).	TBD	D
659	Utaski	Burgin	The Street Trust	Public hearing testimony	7/27/2023	RTP Project List			Y	The region is in the midst of a safety crisis. The plan should further prioritize safety, equity and active transportation needs identified in the plan, especially sidewalk gaps.	Metro staff recommendation under development for further discussion of Policy Topic #1 (Investment Emphasis - Project Mix and Timing).	TBD	D
660	Walter	Dawn	Oregon Walks	Letter	8/24/2023	RTP Project List			Y	Proposes that more walking and biking projects, transit projects, and complete streets projects are needed and that these types of projects that are in should be prioritized for implementation and construction.	Metro staff recommendation under development for further discussion of Policy Topic #1 (Investment Emphasis - Project Mix and Timing).	TBD	D
661	Walter	Dawn	Oregon Walks	Letter	8/24/2023	RTP Project List	12095, 12299	Safety and Operations	Y	Requests that locations and more details are provided for RTP projects 12095 and 12299.	Metro staff recommendation under development for further discussion of Policy Topic #1 (Investment Emphasis - Project Mix and Timing).	TBD	D
662	Ward	Wesley	Community member	Email	8/25/2023	RTP Project List			Y	It appears that the proposed regional transportation plan has not priorities safety and climate. This is really unacceptable. While I don't follow No More Freeways zealously, I am impressed by their analysis of the proposed plan and I favor alternatives that would actually move us toward a safer and less climate-damaging approach. ODOT appears to be heavily influenced by industry interests. Reliance on ODOT data is a questionable practice for something as important as the Regional Transportation Plan. No more gargantuan projects that will saddle the region with higher taxes to pay for the wrong approaches.	Metro staff recommendation under development for further discussion of Policy Topic #1 (Investment Emphasis - Project Mix and Timing).	TBD	D
663	Westendorf	Nic	Community member	Online Comment Form	8/24/23	RTP Project List			Y	Expressed concern that majority of RTP spending is on motor vehicle projects instead of walking or biking projects that help meet climate and safety goals.	Metro staff recommendation under development for further discussion of Policy Topic #1 (Investment Emphasis - Project Mix and Timing).	TBD	D
664	Farley	William	City of Lake Oswego	Letter	8/25/2023	RTP Project List; HCT Strategy			Y	Requests that the RTP guide funding and investment in improving transit frequency and connections to the regional transit in areas lacking alternatives prior to considering the addition of redundant routes to what is already well served by frequent transit.	Metro staff recommendation under development for further discussion of Policy Topic #1 (Investment Emphasis - Project Mix and Timing).	TBD	D
665	Chaplin	Chris	Community member	Online Comment Form and Email	8/24/23				Y	Expresses concern about the safety of our streets, particularly for pedestrians. Requeststs that the plan prioritize investments in traffic safety over additional road capacity and freeways; and to ensure that ODOT prioritizes investing in orphan highways instead of freeway expansions.	Metro staff recommendation under development for further discussion of Policy Topic #1 (Investment Emphasis - Project Mix and Timing).	TBD	D
666	Cheseborou gh	Steve	Community member	Online Comment Form	8/23/23				Y	Expressed concern that majority of RTP spending is on motor vehicle projects instead of walking or biking projects that help meet climate and safety goals.	Metro staff recommendation under development for further discussion of Policy Topic #1 (Investment Emphasis - Project Mix and Timing).	TBD	D

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667	Claffey	Trish	Community member	Email	8/25/2023				Y	Expressed support for addressing Climate change by investing in public transit, bikes/bike paths and not in more cars.	Metro staff recommendation under development for further discussion of Policy Topic #1 (Investment Emphasis - Project Mix and Timing).	TBD	D
668	Greenwood	Jonathan	Community member	Email	8/25/2023				Y	Expressed the need for bolder action on climate (fewer freeway expansions, greater efforts to reduce driving), and the need to increase investments in safety (prioritizing orphan highways over freeway expansions), and we need more investments in public transit, walking and biking infrastructure.	Metro staff recommendation under development for further discussion of Policy Topic #1 (Investment Emphasis - Project Mix and Timing).	TBD	D
669	Hristić	Zana	Community member	Email	8/25/2023				Y	Expresses frustration with our failure to meet climate and traffic safety goals. Expressed support for the policy position submitted by No More Freeways - to achieve our climate and safety goals we must demand a future with safer streets and no more freeways.	Metro staff recommendation under development for further discussion of Policy Topic #1 (Investment Emphasis - Project Mix and Timing).	TBD	D
670	Lee	Amythest	Community member	Online Comment Form	8/25/23				Y	Expresses concern about the level of investment going towards driving, versus transit, transit service, walking and bicycling. Expresses concern about traffic safety, especially for people walking. Expresses concern about level of transit service, especially in outer SE Portland. Requests that public transit be improved, including bus shelters, and pedestrian and bike infrastructure be prioritized.	Metro staff recommendation under development for further discussion of Policy Topic #1 (Investment Emphasis - Project Mix and Timing).	TBD	D
671	Presley-Grus	Jessi	Community member	Email	8/24/2023				Y	Requests that the policy positions submitted by No More Freeways be adopted, including no more freeway expansion. States the need for bold action on climate change with investments in reducing driving, and abundant accessible public transportation, and traffic safety.	Metro staff recommendation under development for further discussion of Policy Topic #1 (Investment Emphasis - Project Mix and Timing).	TBD	D
672	Sweet	David	Community member	Email	8/25/2023				Y	Comments that the RTP does not do anything to reduce vehicle emissions and promotes widening freeways. Proposes that the RTP needs to emphasize safety and convenience for pedestrians and bicyclists and needs to commit to dependence on mass transit to address climate change.	Metro staff recommendation under development for further discussion of Policy Topic #1 (Investment Emphasis - Project Mix and Timing).	TBD	D
673	Falcon Gonzalez	Ariadna	Getting There Together Coalition	Public hearing testimony	7/27/2023	RTP Chapter 8			Y	Expressed concern about expanding freeways when need to prioritize safety, transit access and frequency, and access to travel options that do not rely on a car - more action needed to prioritize investments in these community priorities along with a comprehensive strategy for jurisdictional transfer of orphan highways. Recommended future work in Ch. 8 to better advance community priorities for safety, accessibility, security and addressing jurisdictional transfer of orphan highways and moving those forward outside of the major transit projects being planned.	Metro staff recommendation under development for further discussion of Policy Topic #1. Also, Metro led a Regional Framework for Highway Jurisdictional Transfer with ODOT to facilitate conversations for transfers (https://www.oregonmetro.gov/tools-partners/guides-and-tools/jurisdictional-transfer-assessment). This comment will be shared with statewide Jurisdictional Transfer Advisory Committee created through HB 2793 - expected to begin meeting in Fall 2023.	TBD	D
674	Levin	Beth	Community member	Online Comment Form	8/8/2023	RTP Project List			Y	Requested throughway capital for projects adding lanes be redirected to other projects such as transit to reduce congestion.	Metro staff recommendation under development for further discussion of Policy Topic #1. This comment has been forwarded to the Oregon Department of Transportation for consideration of whether there are ways to increase investments supporting transit improvements on urban arterials.	TBD	D

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675	Alnajjar	Mohanad	TV Highway Equity Coalition	Letter	8/25/2023	RTP Chapter 3			Y	Requests that equity concerns be considered when it comes to pricing policies, and a thorough examination of current and future policies to ensure the communities that are most impacted by these changes can equitably benefit from them. Requested that funds generated from implementation of pricing policies be reinvested in building safer, more reliable, and environment-friendly modes of transportation.	Metro staff recommendation under development for further discussion of Policy Topic #2 (RTP Pricing Policy Application to Toll Projects).	TBD	D
676	Carr	John	Community member	Online Comment Form	8/23/23	RTP Chapter 3			Y	Expresses support for the pricing and congestion management policies in Chapter 3. Suggests that before adding lanes or increasing capacity on throughways and arterials, pricing policies and other strategies need to be employed to shift away from modes that are carbon intensive and/or lead to sprawl and urban disintegration. Key is making sure that these new pricing policies are enacted equitably.	Metro staff recommendation under development for further discussion of Policy Topic #2 (RTP Pricing Policy Application to Toll Projects).	TBD	D
677	Farley	William	City of Lake Oswego	Letter	8/25/2023	RTP Chapter 3			Y	Requests that the RTP include requirements for pricing projects to demonstrate how they comply with Pricing Policies whenever changes are requested through the Metropolitan Transportation Improvement Program (MTIP), noting that while these tools have the potential of reducing VMT and GHG, none of the proposed pricing projects in the region have demonstrated the ability to advance the region towards its goals of improving mobility, safety, and equity.	Metro staff recommendation under development for further discussion of Policy Topic #2 (RTP Pricing Policy Application to Toll Projects).	TBD	D
678	Morgan	Brett	1000 Friends of Oregon	Public hearing testimony	7/27/2023	RTP Chapter 3			Y	Commented it is important to ensure the Regional Mobility Pricing Project provides an equitable funding stream that investments tolling revenues in more equitable transportation investments than throughways. Suggested that pricing should be decoupled from the megaprojects.	Metro staff recommendation under development for further discussion of Policy Topic #2 (RTP Pricing Policy Application to Toll Projects).	TBD	D
679	Savas	Paul	Clackamas County Coordinating Committee	Letter	8/3/23	RTP Chapter 3			Y	As ODOT's tolling projects move forward through the MTIP approval process, ODOT should be required to provide a report on how the projects that are evolving are meeting the 2023 RTP pricing policies. Significant time and effort has been spent on developing the Pricing Policies that are in Chapter 3 of the 2023 RTP. It is essential that they are used to guide the projects that implement pricing as they are designed and constructed. We are concerned that ODOT's tolling and congestion pricing projects are not being carefully designed in a way that will ensure that the process is equitable, that the revenues will be reinvested equitably, or that will adequately address significant diversion onto local streets.	Metro staff recommendation under development for further discussion of Policy Topic #2 (RTP Pricing Policy Application to Toll Projects).	TBD	D

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680	Savas	Paul	Clackamas County Coordinating Committee	Letter	8/3/23	RTP Chapter 3 and RTP Chapter 8			Y	Pricing Policies should be recognized by the tolling and congestion pricing projects in the 2023 RTP. This process must acknowledge that the projects local jurisdictions moved forward into the 2023 RTP did not necessarily emerge as priorities in their local Transportation System Plans (TSPs) to specifically address the impacts of tolling and congestion pricing the interstates. Local TSPs have not had the time, data or resources to integrate the solutions that will be needed to address the impacts of tolling, which means the 2023 RTP does not include those projects either. From the information that we have seen to date, the diversion created by the ODOT tolling and congestion pricing projects will be impacting the local roadway systems. We are concerned that the 2023 RTP does not prioritize local projects that will be needed to address the impacts of the ODOT led pricing projects.	Metro staff recommendation under development for further discussion of Policy Topic #2 (RTP Pricing Policy Application to Toll Projects).	TBD	D
681	McCourt	Randy	Community member	Email	7/28/23	RTP Chapter 3, RTP Chapter 8			Y	Requests that other types of pricing be considered in the RTP: VMT fee; higher commercial truck miles fee; VMT at the pump strategies; tolling ramp meters at peak times; policy and programs toward facilitating work from home (communication systems, complementary networks).	Metro staff recommendation under development for further discussion of Policy Topic #2 (RTP Pricing Policy Application to Toll Projects).	TBD	D
682	Valentine	Dyami	Washington County Staff	Email	8/24/2023	RTP Chapter 7			N	We understand that tolling is assumed in the model. We would like to see a model run without tolling to see tolling's impact on system performance, especially on our throughways, diversion, and inter-relation of safety and other local network performance impacts.	Metro staff recommendation under development for further discussion of Policy Topic #2 (RTP Pricing Policy Application to Toll Projects).	TBD	D
683	Johnson	Dan	Clackamas County Department of Transportation and Development	Letter	8/14/2023	RTP Chapter 8			Y	Pricing projects in Chapter 8 of the draft 2023 Regional Transportation Plan, beginning with the I-205 Toll Project and Regional Mobility Pricing Project, should include language in the project description that requires a report to be submitted to demonstrating how the project will achieve the Pricing Policies in Chapter 3 of the Draft Regional Transportation Plan. This should happen any time changes are requested to the Metropolitan Transportation Improvement Program (MTIP) for a project that includes pricing. Amend Chapter 8 to add the following language <u>"Pricing programs will need to be carefully designed to ensure the process to develop them is equitable, the resulting revenue is invested equitably and to support regional goals, that diversion onto local streets is mitigated and that pricing is interoperable throughout the region. Every project that includes pricing in the RTP shall meet the policies outlined in Chapter 3. Reports shall be submitted that describe compliance with these policies whenever changes are requested during the MTIP process."</u>	Metro staff recommendation under development for further discussion of Policy Topic #2 (RTP Pricing Policy Application to Toll Projects).	TBD	D

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684	Vannatta	JC	TriMet	Letter	8/24/2023	RTP Chapter 8			Y	Though there has been many discussions at JPACT and among partners throughout this RTP update about how congestion pricing can support our shared goals, more work must be done. Section 8.2.2.13 calls out the ongoing planning efforts underway, and section 8.3.1.7 describes ODOT's Regional Mobility Pricing Project, but our coordinated efforts must be broader than what is described. We know that pricing revenue cannot fund many transit improvements, and also that congestion pricing will not be effective at leading to modeshift without increased transit investment. The new pricing policies in this RTP provide a good framework for our vision for how pricing could support regional goals. But how pricing revenue is allocated requires more ongoing coordination, and should be a part of the new JPACT funding sub-committee suggested above.	Metro staff recommendation under development for further discussion of Policy Topic #2 (RTP Pricing Policy Application to Toll Projects).	TBD	D
685	Bubenik	Frank	City of Tualatin	Letter	8/24/2023	RTP Overall			N	The RTP assumes tolling is implemented on all of I-5 and I-205 through the Oregon Metro area with the revenue primarily going to transit or other 'alternative' transportation programs. These are consequential policy decisions that must be transparently considered by the entire community. Tolling will result in increased diversion of freeway traffic onto Arterials and Collectors (including those we manage), which is in turn likely to increase incidents of fatal and serious-injury crashes, increase conflicts with pedestrians and cyclists, result in additional congestion, GHG emissions, and air-quality impacts to marginalized populations, and overall, will be a negative impact to the livability of our community. Tualatin has been actively engaged in the tolling discussions and will continue to be; given that, we are very concerned that the RTP commits the region to tolling and use of the funds without a robust dialogue with engaged partners.	Metro staff recommendation under development for further discussion of Policy Topic #2 (RTP Pricing Policy Application to Toll Projects).	TBD	D
686	Brunn	Scott	Oregon Business Industry	Letter	8/25/2023	RTP Project List			Y	Requested the RTP not include tolling of existing infrastructure due to concerns about potential impacts on business costs and freight, transit and commuter travel. Commented that OBI is not opposed in principle to tolling for new infrastructure, and that tolling may be an appropriate source of funding for new roads and bridges.	Metro staff recommendation under development for further discussion of Policy Topic #2 (RTP Pricing Policy Application to Toll Projects).	TBD	D
687	Iannarone	Sarah	The Street Trust	Letter	8/25/2023	RTP Project List			Y	Requests that equitable, systemwide pricing of the right of way (including parking) be implemented right away in the region to manage demand, reduce carbon emissions (GHG), air pollution, and vehicle miles traveled (VMT) rather than to generate revenue for expanded polluting infrastructure.	Metro staff recommendation under development for further discussion of Policy Topic #2 (RTP Pricing Policy Application to Toll Projects).	TBD	D
688	Iannarone	Sarah	The Street Trust	Letter	8/25/2023	RTP Project List			Y	Requests that upcoming projects detailed in this RTP, as well as those in subsequent updates, must be held to the standards of 3.2.5 (Pricing policies); 3.2.6 (Mobility policies); 3.3.3.2 (Regional motor vehicle network policies) at the project level without exception or delay.	Metro staff recommendation under development for further discussion of Policy Topic #2 (RTP Pricing Policy Application to Toll Projects).	TBD	D

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689	Lau	Joseph	City of Tualatin	Online Comment Form	8/18/2023	RTP Project List			Y	Expressed concern with tolling on any Interstates and lack of a plan for mitigation.	Metro staff recommendation under development for further discussion of Policy Topic #2 (RTP Pricing Policy Application to Toll Projects).	TBD	D
690	Smith	Chris	No More Freeways	Letter	8/15/2023	RTP Project List			Y	Expresses support for a VMT fee, instead of tolling, which would be a stronger program that would alleviate many diversion concerns being expressed in relation to the I-205 tolling project.	Metro staff recommendation under development for further discussion of Policy Topic #2 (RTP Pricing Policy Application to Toll Projects).	TBD	D
691	Smith	Chris	No More Freeways	Letter	8/15/2023	RTP Project List			Y	Proposes starting tolling in other corridors like I-84 or Highway 26 with strong transit alternatives would be more equitable and more likely to shift travel to modes that align with regional goals, than RMPP and I-205 which appear to be motivated in large part to fund further freeway expansions.	Metro staff recommendation under development for further discussion of Policy Topic #2 (RTP Pricing Policy Application to Toll Projects).	TBD	D
692	Smith	Chris	No More Freeways	Letter	8/15/2023	RTP Project List			Y	Requests that the pricing policy be applied rigorously to project selection. Notes that the inclusion of ODOT's I-205 and RMPP tolling projects fly in the face of major components of policy 3.2.5, citing language from the policy that are not included in the ODOT projects. RMPP and I-205 both appear to be motivated in large part to fund further freeway expansions. Starting tolling in other corridors like I-84 or Highway 26 with strong transit alternatives would be more equitable and more likely to shift travel to modes that align with regional goals. We would also note the strong diversion concerns being expressed in relation to the I-205 tolling project and point out that a VMT fee would be a stronger program that would alleviate many diversion concerns.	Metro staff recommendation under development for further discussion of Policy Topic #2 (RTP Pricing Policy Application to Toll Projects).	TBD	D
693	Stewart	Mary	Community member	Online Comment Form	8/18/2023	RTP Project List			Y	Expressed concern with tolling on the I-205/Abernethy Bridge and widening freeways (e.g. Rose Quarter, Interstate Bridge Replacement and I-205 widening); expressed support for tolling on I-5 and I-205.	Metro staff recommendation under development for further discussion of Policy Topic #2 (RTP Pricing Policy Application to Toll Projects).	TBD	D
694	Dlugonski	Melba	Community member	Online Comment Form	8/18/2023				Y	Expressed concern with tolling and congestion pricing, particularly the impact on low-income drivers and areas that lack travel options.	Metro staff recommendation under development for further discussion of Policy Topic #2 (RTP Pricing Policy Application to Toll Projects).	TBD	D
695	Hart	Anders	Community member	Online Comment Form	8/23/23				Y	Proposes that tolling revenues should not fund freeway capacity projects. Proposes revenues should support transit and other alternatives to driving.	Metro staff recommendation under development for further discussion of Policy Topic #2 (RTP Pricing Policy Application to Toll Projects).	TBD	D
696							12304	I-5 and I-205: Regional Mobility Pricing Project (PE, RW, UR, CN, OT)	N	Requests that ODOT coordinate with agencies in Washington during the analysis of the Regional Mobility Pricing Project to identify potential impacts on interstate travel.	Metro staff recommendation under development for further discussion of Policy Topic #2 (RTP Pricing Policy Application to Toll Projects).	TBD	D

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697	Cortright	Joe	City Observatory and No More Freeways	Public hearing testimony	7/27/2023	RTP Appendix J			Y	Expressed concern about the climate analysis technical assumptions, including a lack of information about carbon emissions trends in the region and that the modeling is based on fleet transition assumptions from the ODOT Statewide Transportation Strategy that do not acknowledge that people are keeping their vehicles longer. Cited data that shows transportation carbon emissions have been growing about 5% per year. Requested Appendix J be updated to reflect the trends data and where assumptions in the analysis are not on track.	Metro staff recommendation under development for further discussion of Policy Topic #3 (Increasing Funding for Regional Transportation Investments).	TBD	D
698	Boyd	Allison	Multnomah County	Letter		RTP Chapter 8			N	Expresses strong support for chapter 8 work to develop a Funding Strategy for Regional Bridges (8.2.3.8), which was also in the 2018 RTP but has not yet been accomplished. Expressed concern with TPAC discussions that have proposed broadening the 8.2.3.8 project to develop an overall funding strategy for all types of transportation infrastructure. Expresses support for adding a new project to have these broader discussions but would like to maintain the specificity of the Regional Bridges project in Chapter 8 .	Metro staff recommendation under development for further discussion of Policy Topic #3 (Increasing Funding for Regional Transportation Investments).	TBD	D
699	Johnson	Dan	Clackamas County Department of Transportation and Development	Letter	8/14/2023	RTP Chapter 8			Y	There needs to be a regional conversation around transportation funding at the JPACT table. Revise the title of Chapter 8 project 8.2.3.8 to "Funding Strategy for Transportation Needs and Major Transportation Facilities" to broaden the extent of this project to include major transportation facilities and transportation funding generally. In the upcoming year, Metro staff should bring relevant discussion items forward to JPACT to keep the committee appraised of the transportation funding discussions happening at the state level. Alternatively, the JPACT Finance Subcommittee could be re-established to focus on this critical issue. State gas tax revenues are declining, which will impact not only ODOT but also every other jurisdiction with roadway responsibilities. The tolling and congestion management projects in the draft 2023 RTP identify the need for revenues as one of their purposes. The Statewide Transportation Strategy has other pricing assumptions, such as the conversion to the Road User Charge, which will impact how people pay for the transportation system. These assumptions also impact the analysis on the region's ability to achieve its climate goals. ODOT has said the congestion pricing program is their way to replace revenue from the declining gas tax.	Metro staff recommendation under development for further discussion of Policy Topic #3 (Increasing Funding for Regional Transportation Investments).	TBD	D
700	Lueb	Heidi	City of Tigard	Letter	8/25/2023	RTP Chapter 8			Y	Proposes that the RTP should address and identify an investment plan to support recent state legislation setting up a process for jurisdictional transfer of state-owned roadways to local agencies.	Metro staff recommendation under development for further discussion of Policy Topic #3 (Increasing Funding for Regional Transportation Investments).	TBD	D

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701	O'Brien	Tara	TriMet	Letter	8/24/2023	RTP Chapter 8			Y	Create a transportation funding sub-committee of JPACT, rather than another funding study or planning effort. The need for a funding strategy for Regional transportation is broader than just for bridges (8.2.3.8).	Metro staff recommendation under development for further discussion of Policy Topic #3 (Increasing Funding for Regional Transportation Investments).	TBD	D
702	Savas	Paul	Clackamas County Coordinating Committee	Letter	8/3/23	RTP Chapter 8			Y	Requests that Chapter 8 of the 2023 RTP include a project specifically designed to host a conversation at JPACT about the future of transportation funding.	Metro staff recommendation under development for further discussion of Policy Topic #3 (Increasing Funding for Regional Transportation Investments).	TBD	D
703	Smith	Chris	No More Freeways	Letter	8/15/2023	RTP Chapter 8			Y	Proposes adding a variable VMT fee or registration fee based on vehicle height and weight to Metro's legislative agenda for both 2024 and critically for the major transportation package anticipated for the 2025 session.	Metro staff recommendation under development for further discussion of Policy Topic #3 (Increasing Funding for Regional Transportation Investments).	TBD	D
704	Vannatta	JC	TriMet	Letter	8/24/2023	RTP Chapter 8			Y	The need for more dedicated regional transportation funding to support transit and transit-supportive improvements was a theme of many discussions in this RTP and HCT Update. There were not known available funds to include many future transit projects in the constrained RTP project list. The need for a funding strategy for Regional transportation is broader than just for bridges (8.2.3.8). We propose the creation of a transportation funding sub-committee of JPACT. We do not need another funding study or planning effort but coordinated action among regional JPACT leaders to develop on action plan to raise or reallocate funds that can help us build, operate and maintain the system we envision.	Metro staff recommendation under development for further discussion of Policy Topic #3 (Increasing Funding for Regional Transportation Investments).	TBD	D
705			TPAC	TPAC 7/7	7/7/2023	RTP Chapter 8			Y	Update Section 8.2.3.8 Funding Strategy for Regional Bridges to broaden this description to include developing a funding strategy for regional transportation infrastructure investments, including regional bridges.	Metro staff recommendation under development for further discussion of Policy Topic #3 (Increasing Funding for Regional Transportation Investments).	TBD	D
706	Lueb	Heidi	City of Tigard	Letter	8/25/2023	RTP Project List		Hall Blvd; Pacific Hwy	Y	Expresses the need for increased funding to address documented safety deficiencies on high-crash corridors. These include, but are not limited to, ODOT-owned and operated urban arterials such as Hall Blvd (OR141) and Pacific Highway (OR99W). Requests that the RTP provide a clear strategy, roadmap, and committed funding to address safety deficiencies on urban arterials throughout the region. Further, the RTP should address and identify an investment plan to support recent state legislation setting up a process for jurisdictional transfer of state-owned roadways to local agencies.	Metro staff recommendation under development for further discussion of Policy Topic #3 (Increasing Funding for Regional Transportation Investments).	TBD	D

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September 13, 2023
Subject to further refinement

Comment #	Last Name	First Name	Affiliation	Method	Date received	RTP Chapter or RTP Appendix or RTP Project List or RTP Overall or HCT Strategy	RTP ID if applicable	Project Name if applicable	Comment proposes a change? (Y/N)	Summary of Comment and Proposed Change Identified in Comment (changes shown in bold-strikeout and <u>underscore</u>)	DRAFT Metro Staff Recommended Action in Response to Comment (changes shown in bold-strikeout and <u>underscore</u>)	Change Recommended (Y/N/TBD)	Discussion or Consent topic (D/C)
707	Smith	Chris	No More Freeways	Letter	8/15/2023	RTP Project List			Y	Requests that the pace to address corridors for jurisdictional transfer be radically accelerated. We must call out the conflicting pattern of investments. ODOT's Rose Quarter freeway expansion (\$1.9B) is billed as a "safety and operations" project, but there have been no fatalities there for over a decade. A region in which billions of dollars were applied to our high crash corridors instead of to adding freeway lanes would be a much safer region. While we appreciate the investments in jurisdictional transfer like outer Powell and 82nd Avenue the pace of efforts to address these corridors must be radically accelerated. It's our region's most vulnerable residents who suffer from this gravely significant misallocation of funds, and the Metro Council and JPACT have an opportunity to rectify this injustice by directing more revenue into safety projects by removing multibillion dollar freeway expansions from our plans.	Metro staff recommendation under development for further discussion of Policy Topic #3 (Increasing Funding for Regional Transportation Investments).	TBD	D
708	Hart	Anders	Community member	Online Comment Form	8/23/23				Y	Requests that Metro lobby the Oregon Legislature to implement a weight-based vehicle registration system that scales with vehicle weight. Heavier vehicles are more dangerous and create more wear on roads than lighter vehicles.	Metro staff recommendation under development for further discussion of Policy Topic #3 (Increasing Funding for Regional Transportation Investments).	TBD	D
709	Bubenik	Frank	City of Tualatin	Letter	8/24/2023	RTP Chapter 7			Y	Requests that the climate analysis be revised to show shift in efficiency of the vehicle fleet from its current mix to cleaner vehicles (such as electric) in the future and how it affects the climate goals. Tualatin supports the vision of taking action to reduce the region's effect on climate change by reducing carbon emissions and other pollution, and supports efforts to reduce GHG emissions from transportation. The RTP does not use actual carbon emissions, or close proxies like fuel consumption or even vehicle-hours traveled (VHT), all of which could easily be modeled. In addition, the decision was made to use home-based vehicle-miles-traveled, which only considers home-based trips starting (and ending) within the region. Consequences of that decision: 1) it leaves out many trips in the region, particularly trips affecting suburban areas like Tualatin; 2) it misses the people who have moved outside the region and then commute into the region, shopping, or entertainment, increasing overall VMT; and 3) it misses companies relocating their headquarters outside the region that then need to drive more in the region for jobsites, deliveries, etc. All of that resulting in 'climate action' policies that have the unintended consequences of increasing carbon emissions and other pollution. The climate analysis also seems to ignore the ongoing and future shift in efficiency of the vehicle fleet from its current mix to cleaner vehicles (such as electric) in the future. We respectfully request that the climate analysis be revised to show this shift and how it affects the climate goals.	Metro staff recommendation under development for further discussion of Policy Topic #4 (Climate Tools and Analysis).	TBD	D

Preliminary Draft Summary of Public Comments Received and Metro Staff Recommended Actions

September 13, 2023
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710	Johnson	Dan	Clackamas County Department of Transportation and Development	Letter	8/14/2023	RTP Chapter 7			Y	Complete the VMT travel per capita analysis in Chapter 7 that includes these proposed alternatives: 1) An analysis based on the existing vehicle fleet and 2) An analysis based on the future vehicle with at least 50% electric vehicles that demonstrates that "progress toward meeting the 2023 RTP target is largely driven by the fact that the next generation of vehicles is expected to produce less pollution than cars currently on the road."	Metro staff recommendation under development for further discussion of Policy Topic #4 (Climate Tools and Analysis).	TBD	D
711	Smith	Chris	No More Freeways	Letter	8/15/2023	RTP Chapter 7			Y	Nothing in the RTP prioritizes the spending of the region's scarce and limited resources on those investments that will produce the greatest reductions in greenhouse gasses. The RTP lacks any project-based GHG emission criteria. In essence, Metro says the GHG policy only applies to the overall plan, not the individual projects. As long as Metro can (based on obviously erroneous ODOT modeling) claim that the plan is on track to meet comply with the LCDC rule, (which by the way doesn't do enough to get to the state's 75% GHG reduction by 2050 goal), then the RTP is "good" from a climate perspective. What the RTP does do, in contrast, is prioritize projects that improve vehicle speeds (i.e. the standard that no throughway should have speeds of less than 35 MPH for four hours per day). The RTP says that if these projects do increase GHG, that there will be mitigation. But as we know, ODOT regularly claims that its freeway widening projects don't increase VMT or GHG (in spite of science to the contrary), so no mitigation is actually required. This policy of allowing projects that increase VMT and GHGs, and then spending even more to mitigate these emissions increases adds insult to injury, because we'll spend our limited resources on projects that increase GHG emissions, and then spend even more money on "mitigating" those increased emissions, instead of reducing the current level of GHGs.	Metro staff recommendation under development for further discussion of Policy Topic #4 (Climate Tools and Analysis).	TBD	D

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September 13, 2023
Subject to further refinement

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712	Smith	Chris	No More Freeways	Letter	8/15/2023	RTP Chapter 7			Y	The RTP and the Climate Smart Strategy that forms the basis for the RTP climate policy take ownership of a relatively narrow slice of transportation contributions to Greenhouse Gas (GHG) emissions: the amount of vehicle travel per person (VMT per capita). Even with this limited responsibility, the plan still predicts that we will fail to meet these goals (Table 3 of Appendix J) with the combination of this RTP and other adopted plans. But by only looking at VMT per capita, the plan ignores the fact that the underlying vehicle fleet (the state's responsibility under Climate Smart) is completely unreflective of the reality of vehicle size, fuel consumption and age. Our colleagues at City Observatory have charted this based on DARTE GHG inventories (figure shown in letter). When it adopted its Climate Smart Strategy in 2014, (and again in the 2018 RTP, and yet again in the draft 2023 RTP), Metro promised to update its modeling to reflect actual progress in reducing vehicle GHG emissions, and to adjust its policies accordingly. The GHG analysis contained in the RTP shows just the opposite: The RTP ignores the increase in Portland area transportation greenhouse gasses over the past five to ten years, and also relies on assumptions about vehicle age and fleet composition that are exactly opposite of recent trends: today's vehicle fleet (and tomorrow's) is vastly older, larger and dirtier than assumed in the RTP modeling.	Metro staff recommendation under development for further discussion of Policy Topic #4 (Climate Tools and Analysis).	TBD	D
713	Cortright	Joseph	City Observatory	Email	7/27/2023	RTP Chapter 7 and Appendix J		11176 and 10866	Y	Notes that, according to one GHG quantification tool, two of the throughway projects included in the RTP will increase VMT and GHG reductions. Suggests that these projects are inconsistent with the region's climate policies.	Metro staff recommendation under development for further discussion of Policy Topic #4 (Climate Tools and Analysis).	TBD	D
714	Boyd	Allison	Multnomah County	Letter	8/25/2023	RTP Chapter 7 and RTP Chapter 8			Y	We appreciate Metro staff recommending in Chapter 7 that "More discussion of the role of state-led pricing actions in meeting the region's climate targets and mobility goals" in that section. We did not see a project in Chapter 8 that includes this additional follow up and think it would be beneficial to call out a need to determine whether the regional strategies are doing enough to reach the targets if state assumptions change.	Metro staff recommendation under development for further discussion of Policy Topic #4 (Climate Tools and Analysis).	TBD	D
715	Lauritzen	Zachary	Oregon Walks	Letter	8/23/2023	RTP Chaptger 7			Y	Requests that Metro run additional models of projected greenhouse gas emissions using accurate and up to date descriptions of Oregon's vehicular fleet. Notes that the State of Oregon has given Metro fleet characteristics for modeling purposes, that do not accurately represent the true fleet makeup.	Metro staff recommendation under development for further discussion of Policy Topic #4 (Climate Tools and Analysis).	TBD	D
716	Smith	Chris	No More Freeways	Letter	8/15/2023	RTP Overall			Y	Expresses strong need for leadership and action on climate and safety by Metro Council and JPACT. Urges leadership support of NMF, Verde, 1000 Friends of Oregon and the Street Trust policy recommendations. Urges leadership in the 2025 legislative session to demand prioritization of investment in traffic safety and climate.	Metro staff recommendation under development for further discussion of Policy Topic #4 (Climate Tools and Analysis).	TBD	D

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September 13, 2023
Subject to further refinement

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717	Emerson	Wendy	Community member	Email	8/25/2023	RTP Project List			Y	Expressed concern that the effects of climate change are being experienced today and will worsen and commented that funding for automobile infrastructure should be limited to fixing what is already in place and investing in providing public transit options and making our community safe for walking and biking. The private automobile, including those that are electric, will need to be tolled and taxed to adequately address the dire situation in which we find ourselves.	Metro staff recommendation under development for further discussion of Policy Topic #4 (Climate Tools and Analysis).	TBD	D
718	Lauritzen	Zachary	Oregon Walks	Letter	8/23/2023	RTP Project List			Y	Request that each project be given a GHG emissions score. In this way, we can see which projects are getting us closer, and which are moving us further, from meeting our emissions goals.	Metro staff recommendation under development for further discussion of Policy Topic #4 (Climate Tools and Analysis).	TBD	D
719	Hart	Anders	Community member	Online Comment Form	8/23/23				Y	Requests that Metro set more stringent climate targets that apply to individual projects, not only the entire plan. Metro should prioritize projects that encourage a rapid mode shift away from single-occupancy vehicles and towards active transportation and transit.	Metro staff recommendation under development for further discussion of Policy Topic #4 (Climate Tools and Analysis).	TBD	D
720	Lewis	Jordan	Community member	Email	8/24/2023				Y	Expresses concern about climate change. Expresses concern that Metro does not acknowledge the actual GHG emission data from years since the Climate Smart Strategy was published in 2014. Expresses concern about pedestrian deaths and the prioritization of vehicle throughput explicitly in the RTP. Expresses concern about funding the I-5 Rose Quarter Freeway Expansion and the i-5 Bridge Replacement. Proposes a vehicle miles traveled tax, weight tax or congestion pricing.	Metro staff recommendation under development for further discussion of Policy Topic #4 (Climate Tools and Analysis).	TBD	D
721	Farley	William	City of Lake Oswego	Letter	8/25/2023	RTP Chapter 3; RTP Chapter 8			Y	Requests that the impacts of using VMT as a new mobility policy is complicated and the implementation needs to be further considered prior to its implementation.	Metro staff recommendation under development for further discussion of Policy Topic #5 (Mobility Policy Implementation).	TBD	D

Materials following this page were distributed at the meeting.



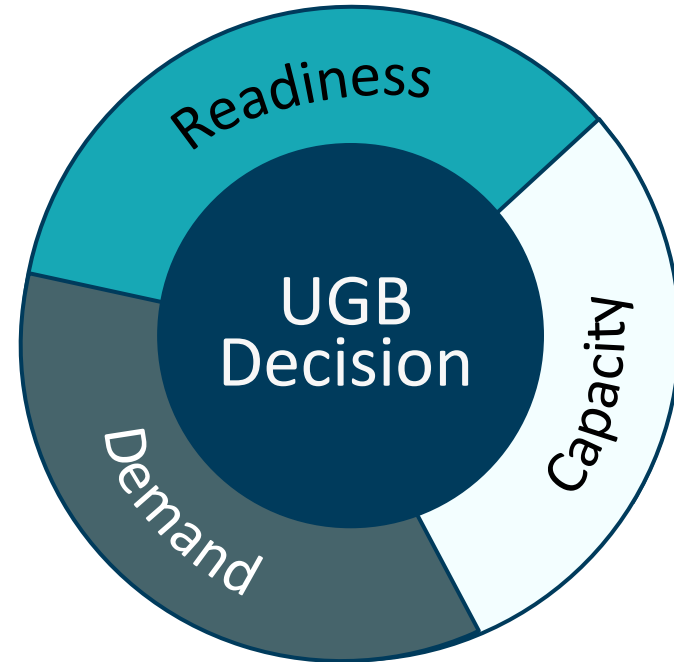
Land capacity for growth

September 2023

Capacity in the UGR

The Urban Growth Report (UGR) is a decision-making tool for the Metro Council

Capacity is one of the three main components of the analysis in the UGR



DEMAND

How much land is in demand inside the UGB?

-

BUILDABLE LAND

How much land is buildable inside the UGB?

=

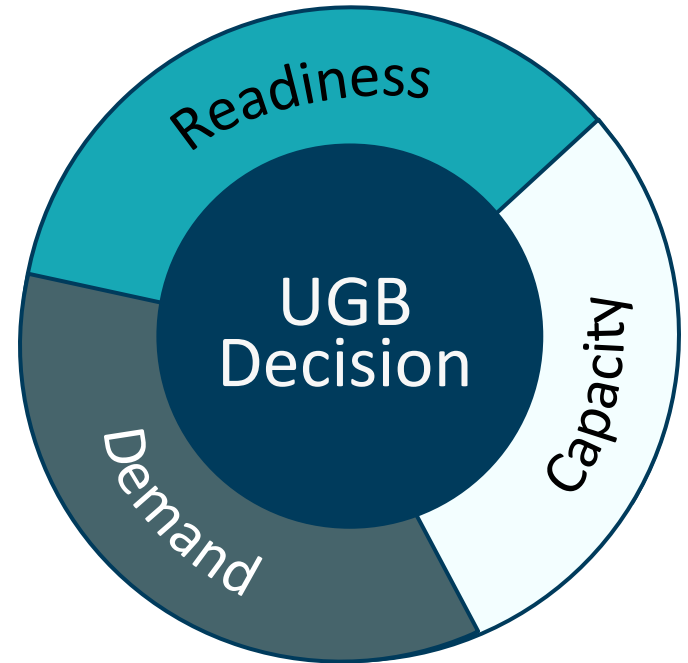
UGB
EXPANSION

Is more land is needed because of household and employment growth?

Land capacity for housing/jobs

Process to determine **capacity** inside the UGB to accommodate future growth

Complex process – there are over ½ million parcels in the UGB!



Buildable lands inventory: Process to determine capacity

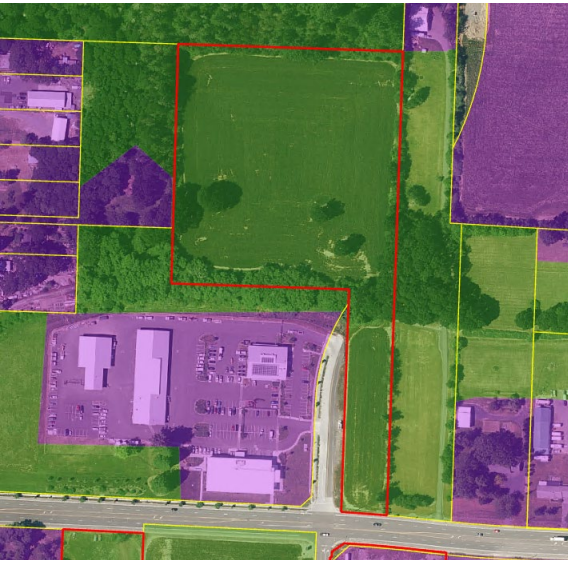
1. Categorize parcels as developed or vacant
2. Remove land that isn't developable
3. Apply generalized zoning
4. Determine capacity of developed and vacant land using a pro forma model

1. Categorize land

Staff uses previous analysis and aerial photos to determine if land inside the growth boundary is “vacant” or “developed”



Vacant land includes:



Completely vacant/no hardscape



> 95% vacant



< 2,000 square feet developed AND > 90% vacant

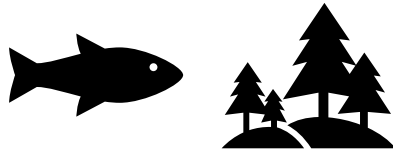
2. Remove some land

Remove land from the calculation in 3 categories

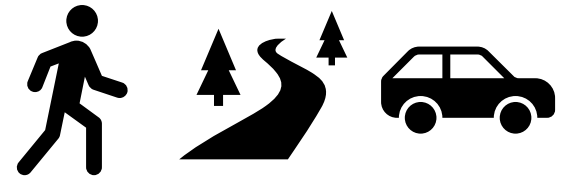
Exempt



Environmental
constraints



Future right-of-way
needs



Exempt parcels include:

- Government owned (including Tribal land and utilities)
- Schools
- Rail properties
- Churches and social organizations (tax exemption codes)
- Private streets
- Parcels under 1,000 sq. ft.
- Parks, open spaces, private residential common areas



Environmental constraints:

- Floodways
- Floodplain
- Steep slopes (>25%)
- Water quality / flood management lands
- Fish and wildlife habitat



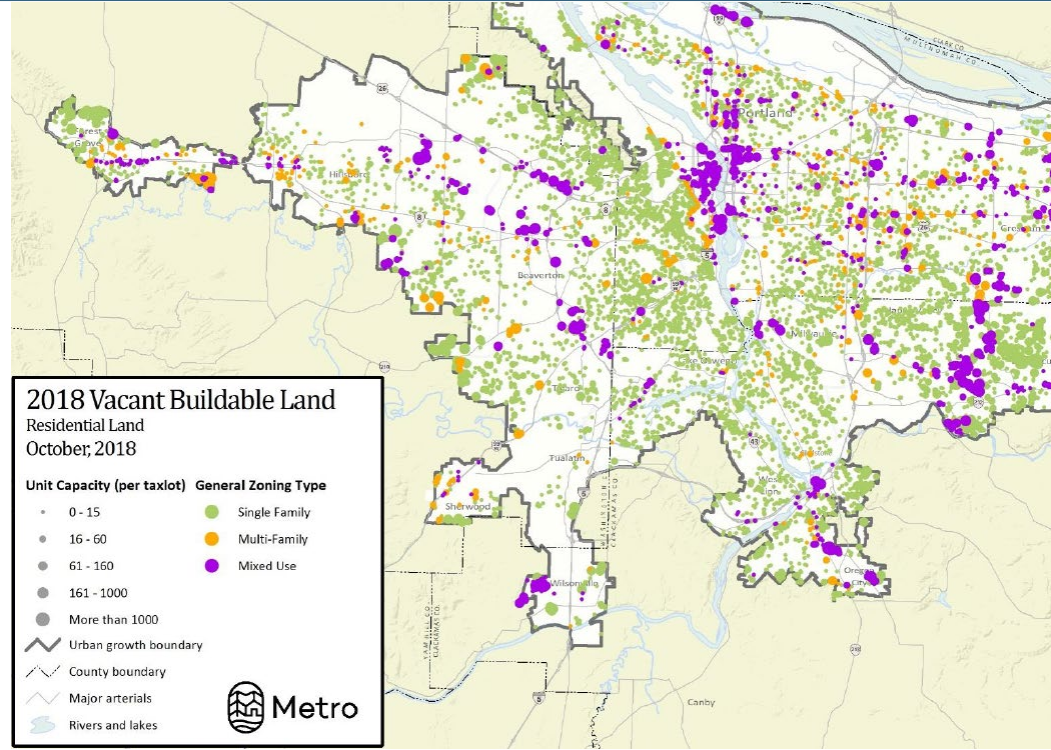
Set aside for future roadways

- Only on larger vacant parcels
- Considers future roads that'll be needed



Local city/county review result

Metro provides the vacant land inventory for review by local planners to adjust as needed



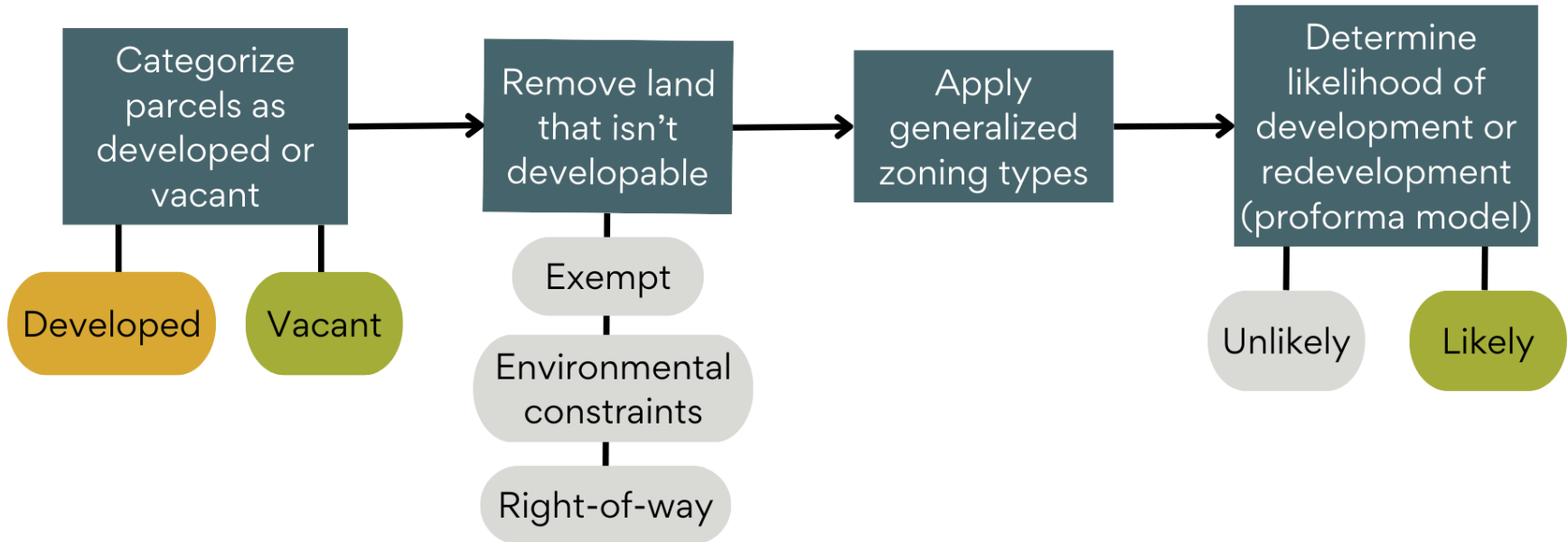
3. Apply generalized zoning

- All 24 cities and three counties in the region have unique zoning codes
- Metro categorizes possible zoning into “zone types” to approximate general designations

4. Determine capacity

Based on market forces and what could be built, is it likely that someone would choose to develop on a parcel?

Buildable land inventory process



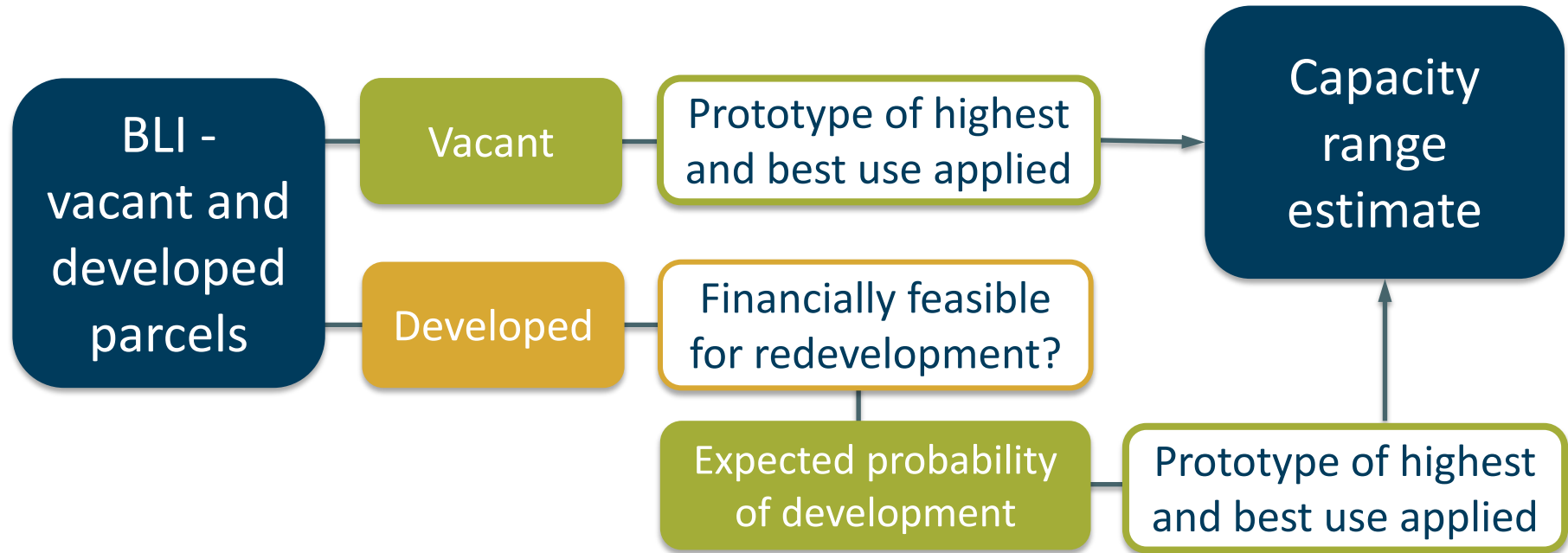
Proforma model

- Also referred to as the Development Supply Processor (DSP)
- A computer model using development prototypes
- Determines development density (units and acres) based on zoning and what's financially feasible
- Used for developed and vacant land

Proforma model



Proforma model



Proforma assumptions

Driven by financial feasibility

Revenue & returns expected

Achievable rents

Threshold rate of return

Expenses expected

Construction cost assumptions

Operation expenses and vacancy

Property assumptions

Allowed density and parking requirements

Questions?

Learn more:

oregonmetro.gov/public-projects/2024-growth-management-decision

oregonmetro.gov

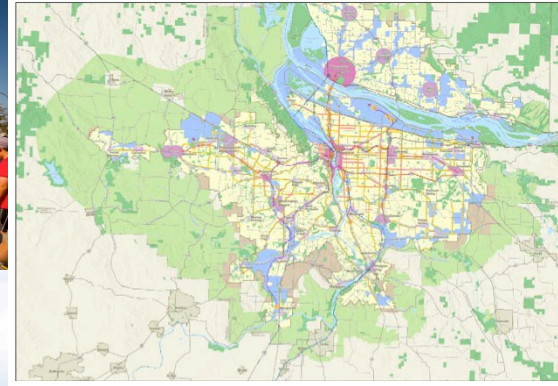


*Metro Technical Advisory
Committee (MTAC)*

Decision Making Refresh

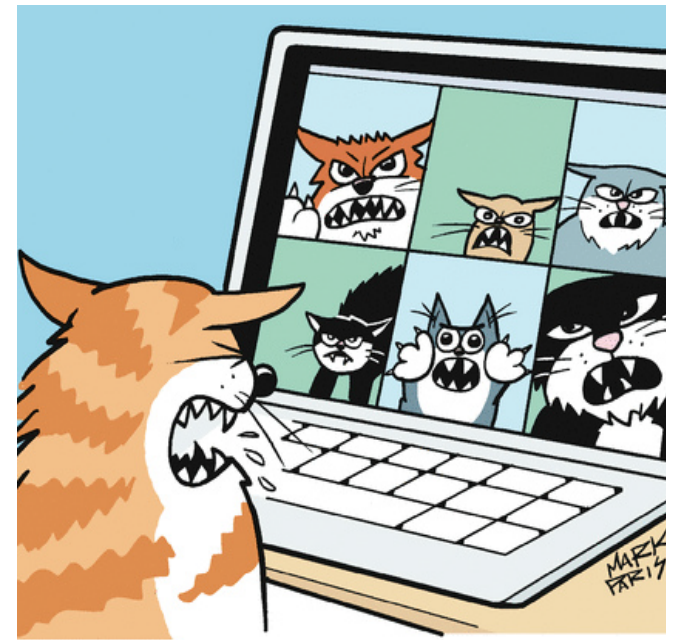
MTAC Meeting
September 19, 2023

*Eryn Kehe AICP
MTAC Chair*



Foundation: Creating a Safe Space

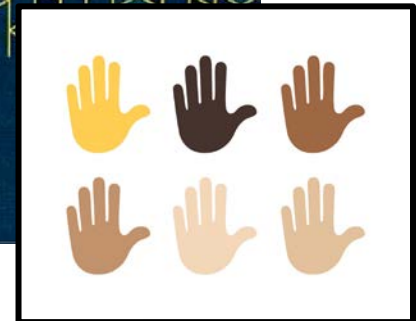
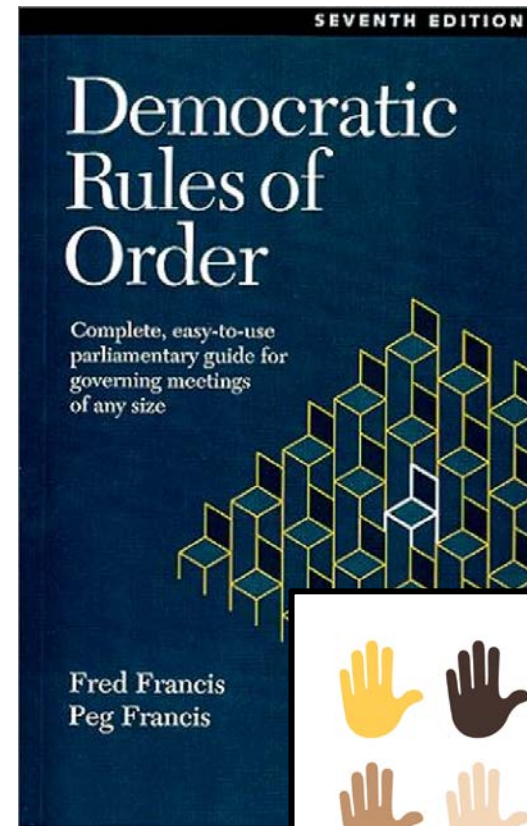
- Make space for other members
- Make space for community voices
- Represent your constituents



CAT HANGOUTS

Democratic Rules of Order: Basics

1. Making a motion
2. Amending a motion
3. Postponing a motion
4. Voting on a motion



1. Making a Motion

- Anyone can make a motion
- Motions must be seconded before they can be discussed
- One motion on the floor at a time
- Rewording may be suggested, but must be accepted by the mover and seconded to revise the motion
- This can continue until the Chair calls for a vote on the final motion



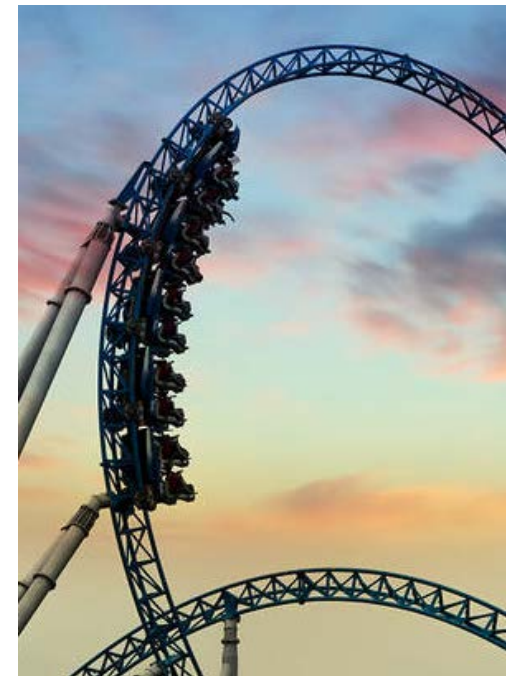
2. Amending a Motion

- Amendments to motions can be proposed by anyone when revisions are not accepted, but must be seconded and voted upon
- Amendments cannot be amended, only approved or defeated by vote
- When an amendment is approved, a new version of the original motion with the amended language is now on the table, replacing the original



3. Postponing a Motion

- Members may move to postpone action on a motion at any time before the motion is voted upon
- Postponements can be to a future date or delegate the issue or topic to a subcommittee or staff for further work
- Postponements that would delay a timely action by MPAC and the Council will not be accepted by the Chair



4. Voting on a Motion

1. The Chair calls for a vote on the motion after members have had an opportunity to discuss
2. Members must vote in favor of the motion, opposed or abstain from the vote
3. Motions are passed when a quorum is present and more than half the members have voted in favor
4. Abstentions are not counted



Questions?





Metro

Arts and conference centers

Garbage and recycling

Land and transportation

Oregon Zoo

Parks and nature

oregonmetro.gov

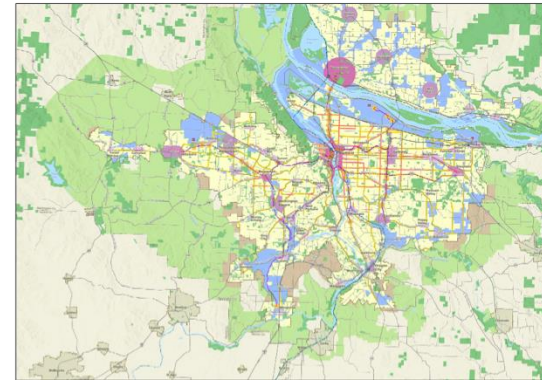


2023 Regional Transportation Plan Shaping MTAC's Recommendation to MPAC

MTAC

September 20, 2023

Kim Ellis, RTP Project Manager



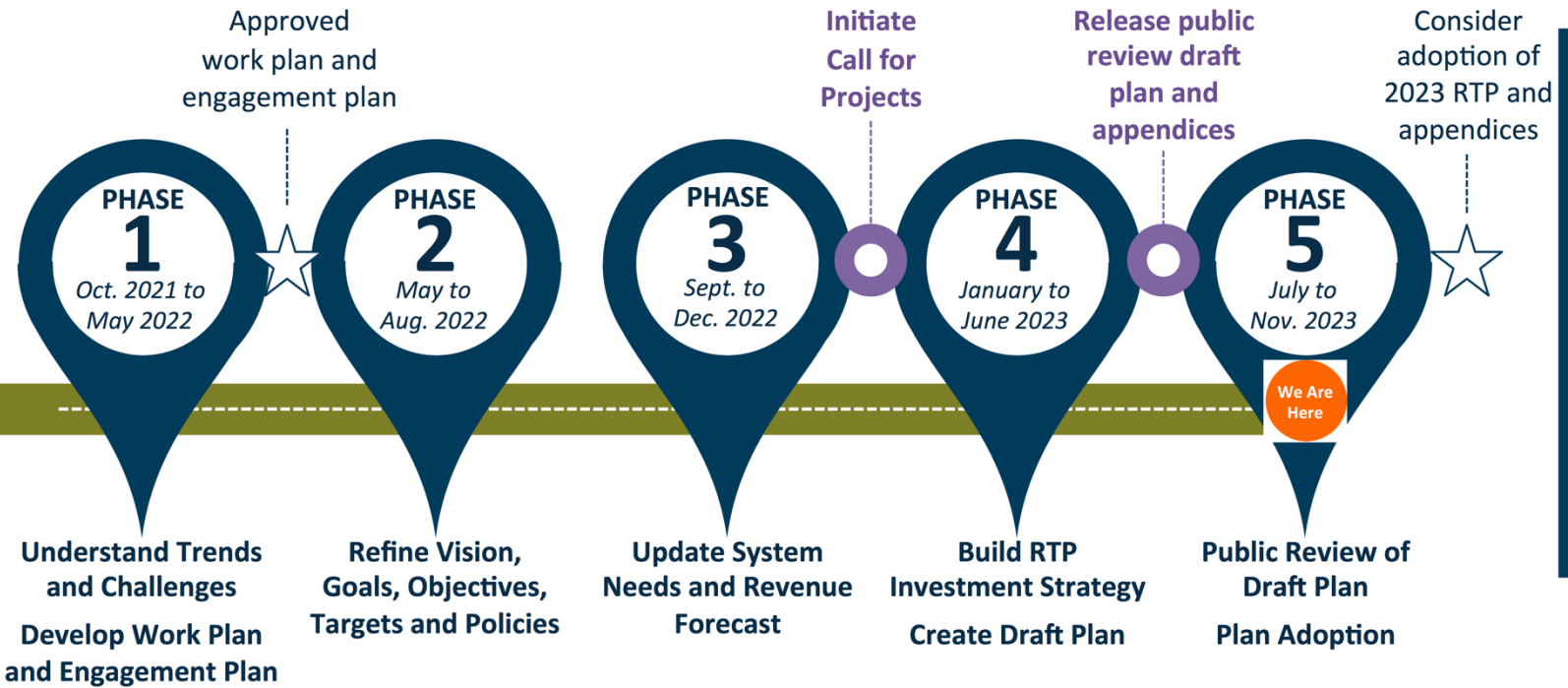
Outcomes for today

- Overview of decision process, comments and major themes
- Feedback on draft staff recommendations on consent items
- Feedback on preview of draft staff recommendations on key policy topics

MTAC will be asked to make a recommendation to MPAC on Oct. 18



Timeline for the 2023 RTP update



IMPLEMENTATION & MONITORING



Key Milestone



Metro Council decision on JPACT action and MPAC recommendation

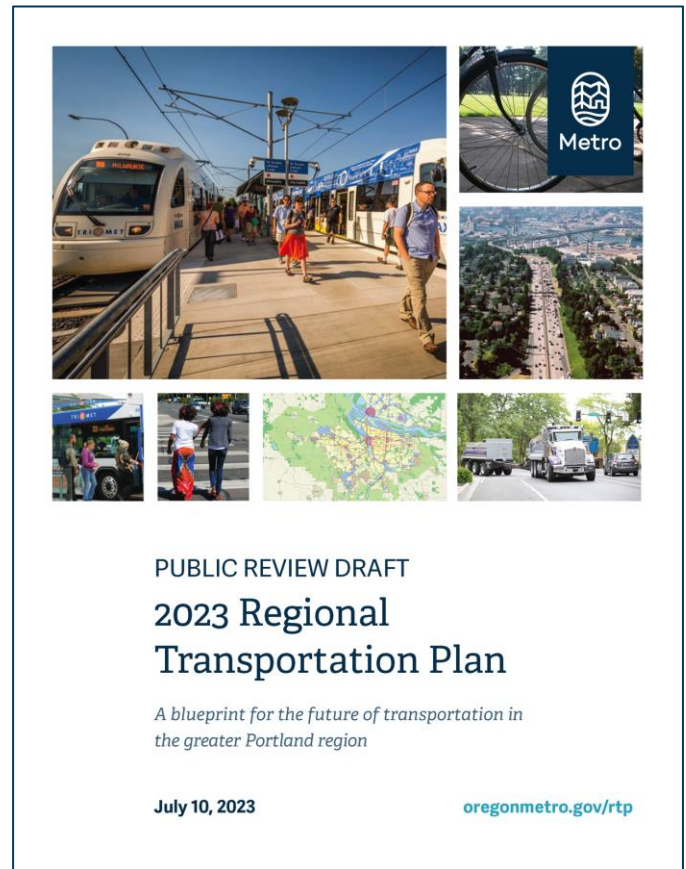
Ordinance No. 23-1496

Exhibit A – 2023 Regional Transportation Plan (and appendices)

Exhibit B – Regional Framework Plan Amendments

Exhibit C – Summary of Comments and Recommended Changes

Exhibit D – Findings of compliance



and **Appendices**

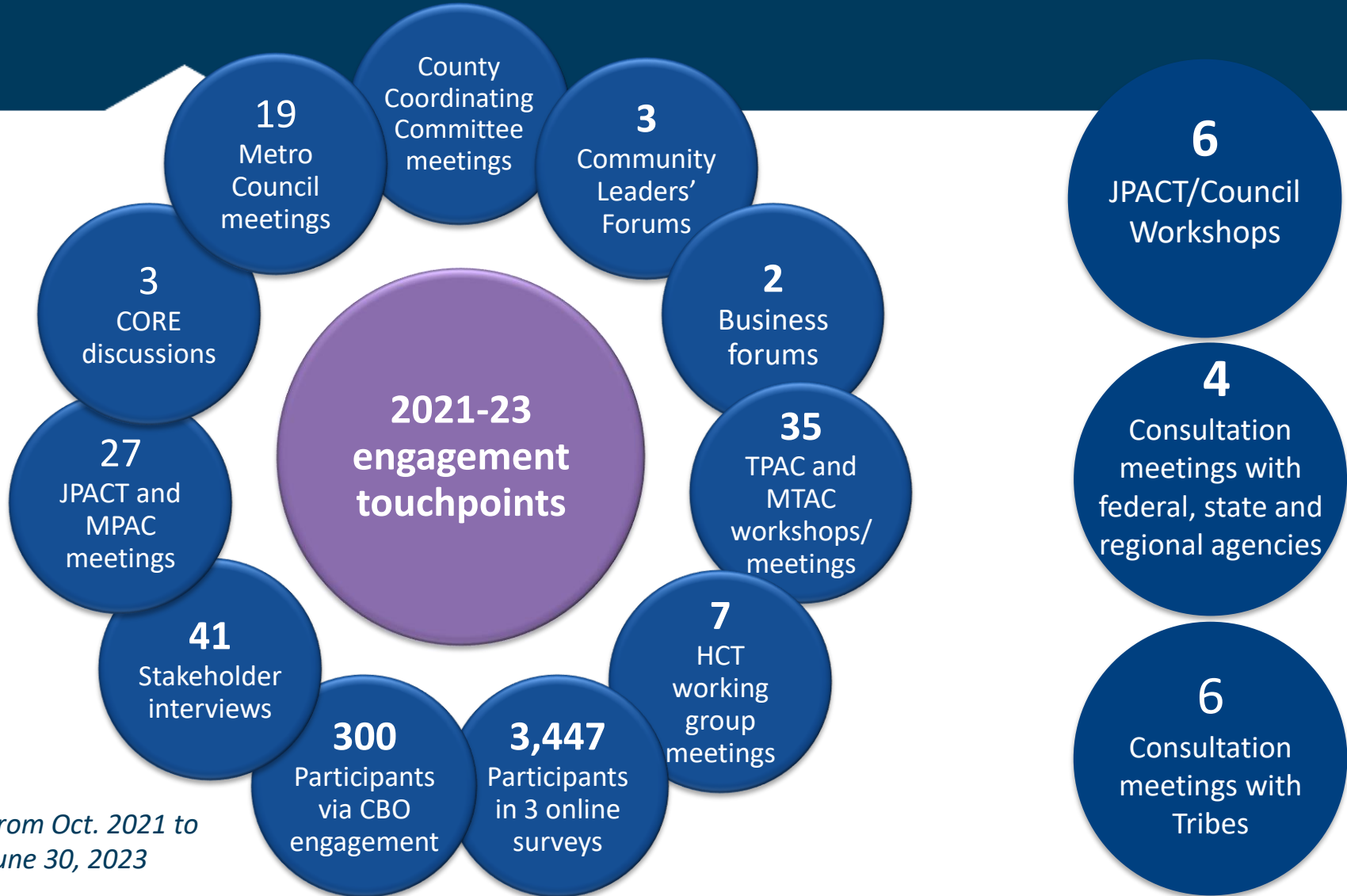
Resolution No. 23-5348

Exhibit A – 2023 High Capacity Transit Strategy

Exhibit B – Summary of Comments and Recommended Changes



Meaningful, ongoing engagement since Fall 2021



From Oct. 2021 to June 30, 2023

Snapshot of final comment period

July 10 to August 25, 2023

663 online survey participants

307 comments submitted
through online comment form

52 emails

40 letters

20 participants in 2 consultation
meetings

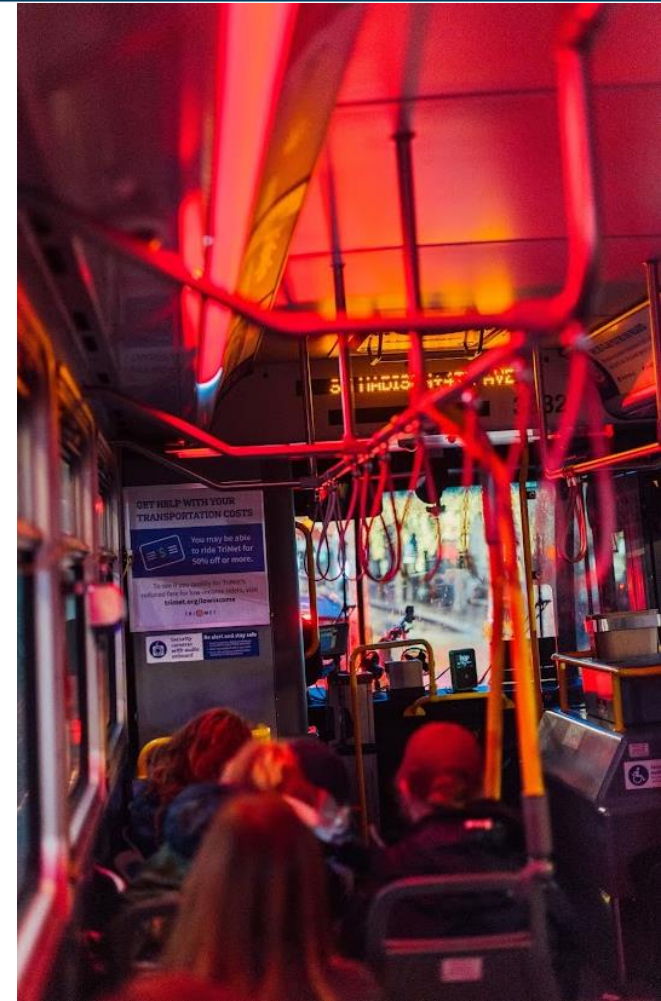
13 community members
testified at the public hearing



Major themes

July 10 to August 25, 2023

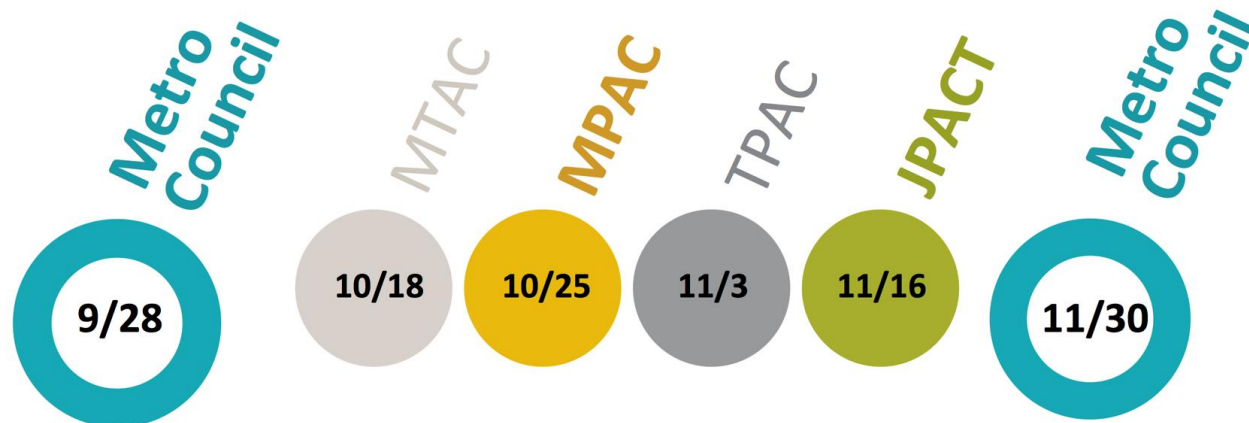
- Invest more in transit, walking and biking
- Better address safety and climate
- Accountability to ensure policies are implemented and that priorities align with policies
- Project-specific feedback



Moving toward RTP adoption

Metro staff summarizing and drafting recommendations to respond to comments in two buckets:

- **Key policy topics to address** – focus of final discussions
- **Consent items** – less substantive actions to be considered for approval by Consent



Key policy topics to address in this RTP cycle and beyond

1. Investment emphasis – project mix and timing
2. Application of pricing policy to toll projects
3. Increasing regional transportation funding
4. Climate tools and analysis
5. Mobility policy implementation



Policy Topic 1

Investment emphasis – project mix and timing

- Project list adjustments in the 2023 RTP (feasibility and impact)
- Project list development for 2028 RTP
 - Policy guidance for project sponsors
 - Process changes for RTP updates

Policy Topic 2

Pricing policy application to toll projects

- Ensure the NEPA processes underway follow through on ODOT commitments
- Apply pricing policy moving forward in future JPACT and Metro Council decisions on toll projects

Policy Topic 3

Increasing funding for transportation investments

- Actions between now and the next RTP update to bring more funding for transportation into the region
 - Annual JPACT work program for 2024
 - State level funding discussions
 - Federal funding opportunities
 - Regional/local funding strategies

Policy Topic 4

Climate tools and analysis

- Opportunities to improve policy and investment decisions that impact climate
- Opportunities to improve evaluation and modeling tools to assess the climate impacts of transportation investments

Policy Topic 5

Mobility policy implementation

- Broad support for regional policy that shifts from a focus on congestion to one that prioritizes access, efficiency, equity, safety, reliability, and travel options
- Ensure work is completed with local and state partners before implementation:
 - Develop approach and guidance for use of Vehicle Miles Traveled (VMT) per capita as a measure to inform land use decisions
 - Clarify land use decisions where the mobility policy applies
 - Develop guidance for measuring multimodal system completeness
 - Review speed threshold for throughways with traffic signals
 - Review VMT per employee measure

Final steps in 2023

- Sept.** Council and committees discuss public comments and begin informing recommendations
- Sept. 28** First read/hearing on Ordinance No. 23-1496
- Oct. 10** Council discussion
- Oct. 18** **MTAC makes recommendation to MPAC**
- Oct. 19** JPACT discussion
- Oct. 25** **MPAC makes recommendation** to the Metro Council
- Nov. 7** Metro Council discussion of recommendation from MPAC and TPAC recommendation to JPACT
- Nov. 16** **JPACT makes recommendation** to the Metro Council
- Nov. 30** **Metro Council holds public hearing and considers final action** to adopt RTP and HCT strategy

Questions or feedback on draft recommendations on **consent items**

These recommendations will come back to you as Exhibit C in October to act on as a package by Consent, without discussion.

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September 13, 2023
Subject to further refinement

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67			ODOT Region 1	Online Comment Form	8/8/2023	RTP Appendix F			Y	Appendix F: Table 2, the Metro boundary contains land east of the Sandy River. Accordingly, proposes that the Columbia Gorge Commission and/or the Gorge Scenic Area designation apply to some uses and could therefore be listed in the table.	Amend as follows. Add the Columbia River Gorge National Scenic Area Act to the law/regulation/permits column and the USDA Forest Service and Columbia Gorge Commission to the responsible agency column. Add <u>Consistency with Gorge Management Plan</u> in the Documentation or Processes Required column. Add <u>National Scenic Area lands and water</u> in the Regulated Resource(s) column.	Y	C
68			ODOT Region 1	Online Comment Form	8/8/2023	RTP Appendix F			Y	Proposes noting that on Table 14 in Appendix F that ODOT has been or is working on a wetland bank on Sauvie Island for the any needed mitigation related to the Interstate Bridge project.	No change recommended. Wetland banks listed in Table 14 are established wetland banks. Information on a wetland bank on Sauvie Island related to the IBR project could be found. If and when the wetland bank on Sauvie Island is established, and credits are available, it may be added to Table 14.	N	C
69	Holmqvist	Aily	Metro Staff		8/7/2023	RTP Appendix L			Y	Amend Appendix L, pages 35-47, to update the federal TAM and PTASP performance measures reported to add missing information for prior years and new data related to 2022 performance and 2023 targets where applicable. Make additional technical corrections as needed.	Amend as requested. While Appendix L includes the federal TAM and PTASP measures included in the 2022 performance report, some information was not available at the time of reporting and more recent information is also now available for year 2022, as well as for 2023 targets.	Y	C
70	Mohammad	Mohammed Elias	African Youth Community Organization (AYCO)	Online Comment Form	8/22/23	RTP Chapter 1			N	Excellent service very good	No change recommended. No change proposed.	N	C
71	Rosenthal	Gerritt	Metro Councilor	Email	7/3/23	RTP Chapter 1			Y	Add the San Francisco Bay area to Figure 1.1	Amend as requested.	Y	C
72	Rosenthal	Gerritt	Metro Councilor	Email	7/3/23	RTP Chapter 1			Y	Figure 1.7 can be expanded to show TPAC and JPACT milestones	No change recommended. JPACT milestones already shown in Figure 1.7	N	C
73	Tun	Thet Naing	African Youth Community Organization (AYCO)	Online Comment Form	8/22/23	RTP Chapter 1			N	Excellent service.	No change recommended. No change proposed.	N	C
74	Ford	Chris	ODOT Region 1	Letter	8/4/23	RTP Chapter 2			Y	Add the following new objective to Goal 4: Thriving Economy <u>Objective 4.5: Maintain or bring facilities up to a state of good repair and avoid deferred maintenance to prevent future more costly and resource intensive repairs to the system and impediments to moving goods.</u>	Amend as follows, " <u>Objective 4.5: Maintain or bring facilities up to a state of good repair and avoid deferred maintenance to prevent future more costly and resource intensive repairs to the system and impediments to moving people and goods.</u> "	Y	C
75	Ford	Chris	ODOT Region 1	Letter	8/4/23	RTP Chapter 2			Y	Add new objective to Goal 2 as follows, " <u>Objective 2.3. Maintain or bring facilities for all modes up to a state of good repair to prevent traffic deaths and serious crashes related to poor infrastructure conditions.</u> "	Amend as follows, " <u>Objective 2.3: Maintain or bring facilities for all modes up to a state of good repair.</u> "	Y	C
76	Ford	Chris	ODOT Region 1	Letter	8/4/23	RTP Chapter 2			Y	ODOT also suggests these additional opportunities to add objectives tied to preservation of the system and seismic resilience in Goal 5, as follows, " <u>Objective 5.5 Adaptation and Resilience – Increase the resilience of communities and regional transportation infrastructure to the effects of climate change and natural hazards including seismic events, helping to minimize risks for communities.</u> <u>Objective 5.6: Maintain or bring facilities up to a state of good repair and avoid deferred maintenance to prevent future more costly and resource intensive repairs.</u> "	Amend as requested.	Y	C
77	Min	Aye Aye	African Youth Community Organization (AYCO)	Online Comment Form	8/22/23	RTP Chapter 2			N	Excellent service	No change recommended. No change proposed.	N	C

Comments #1 through #620

Questions or feedback on these **policy topics/discussion items**

Recommendations for each topic will come back to you in October to discuss and make a recommendation on individually.

1. Investment emphasis – project mix and timing
2. Application of pricing policy to toll projects
3. Increasing regional transportation funding
4. Climate tools and analysis
5. Mobility policy implementation

**Comments
#621 through
#721**

Learn more about the **Regional Transportation Plan** at:



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