

Council work session agenda

Tuesday, November 7, 2023

10:30 AM

**Metro Regional Center, Council Chamber,
[https://www.youtube.com/live/iPxkuFCI3cs
?si=IhtgYTG_41u-gc3R](https://www.youtube.com/live/iPxkuFCI3cs?si=IhtgYTG_41u-gc3R),
<https://zoom.us/j/615079992> Webinar ID:
615 079 992 or 888-475-4499 (toll free)**

This meeting will be held electronically and in person at the Metro Regional Center Council Chamber.
You can join the meeting on your computer or other device by using this
link:https://www.youtube.com/live/iPxkuFCI3cs?si=IhtgYTG_41u-gc3R

1. Call to Order and Roll Call

2. Work Session Topics:

10:30 Discussion of MPAC recommendation and TPAC [23-5965](#)
recommendation to JPACT on adoption of the Regional
Transportation Plan

Presenter(s): Catherine Ciarlo (she/her), Planning, Development and
Research Director, Metro
Kim Ellis (she/her), RTP Project Manager, Metro

Attachments: [Staff-Report](#)
[Ordinance 23-1496](#)
[Exhibit A](#)
[Exhibit B](#)
[Exhibit-C-Part-1](#)
[Exhibit-C-Part-2](#)
[2023 RTP engagement at a glance](#)
[Comparison of Metro staff/MTAC/MPAC Recommendations](#)
[RTP Engagment Summary](#)

- 11:00 Discussion of MPAC recommendation and TPAC [23-5954](#)
recommendation to JPACT on adoption of the 2023 HCT
Strategy

Presenter(s): Catherine Ciarlo (she/her), Planning, Development and
Research Director, Metro,
Ally Holmqvist (she/her), Metro

Attachments: [Resolution No. 23-5348](#)
[Exhibit A](#)
[Exhibit B](#)
[Staff Report](#)

- 11:30 Private Facility Rate Transparency [23-5969](#)

Presenter(s): Marta McGuire (she/her), WPES Director, Metro,
Holly Stirnkorb (she/her), Principal Planner, Metro
Jenna Jones, State and Regional Affairs Advisor, Metro

Attachments: [Staff Report](#)

12:15 Chief Operating Officer Communication

12:20 Councilor Communication

12:25 Adjourn

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ការគោរពសិទ្ធិពលរដ្ឋរបស់ ។ សំរាប់ព័ត៌មានអំពីកម្មវិធីសិទ្ធិពលរដ្ឋរបស់ Metro ឬដើម្បីទទួលបានកម្មវិធីរើសអើងសូមចូលទស្សនាគេហទំព័រ www.oregonmetro.gov/civilrights។

បើលោកអ្នកត្រូវការអ្នកបកប្រែភាសានៅពេលអង្គប្រជុំសាធារណៈ សូមទូរស័ព្ទមកលេខ 503-797-1700 (ម៉ោង 8 ព្រឹកដល់ម៉ោង 5 ល្ងាច ថ្ងៃធ្វើការ) ប្រាំពីរថ្ងៃ មុនថ្ងៃប្រជុំដើម្បីអាចឱ្យគេសម្រួលតាមសំណើរបស់លោកអ្នក ។

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**Discussion of MPAC
recommendation and TPAC
recommendation to JPACT on
adoption of the Regional
Transportation Plan**
Work Session Topics

Metro Council Work Session
Tuesday, November 7th, 2023

STAFF REPORT

2023 REGIONAL TRANSPORTATION PLAN (RTP) DISCUSSION OF MPAC AND TPAC RECOMMENDATIONS

Date: October 27, 2023

Department: Planning, Development & Research

Meeting Date: November 7, 2023

Prepared by:

Kim Ellis, RTP Project Manager

Kim.ellis@oregonmetro.gov

Presenters:

- Catherine Ciarlo, Planning, Development and Research Director
- Kim Ellis, RTP Project Manager

Length: 30 minutes

ISSUE STATEMENT

A major update to the [Regional Transportation Plan](#) (RTP) is in its final phase. On September 12, 2023 Metro staff invited Council input to help shape staff recommendations on five key policy topics identified for further discussion by the Metro Council as the RTP is finalized for adoption. The policy topics are shown below in **Figure 1**.

Figure 1. Key Policy Topics to Address in the 2023 RTP and Beyond



At the end of the work session, Council directed staff to continue developing staff recommendations that:

- maximize the potential of the 2023 RTP to advance climate and safety goals; and
- set the stage for future work to build on the policy foundation established in the 2023 RTP, including implementation of the plan and development of the 2028 RTP.

At the October 10 work session, staff presented Metro staff recommendations to the Metro Council for discussion and input. Metro Council expressed support for the overall Metro staff recommendations and the responsiveness of the recommendations to Council priorities, previous Council direction and key concerns raised by partners and the public throughout the RTP process.

Since the work session, Metro's regional advisory committees continued discussion of the Metro staff recommendations. On October 18, the Metro Technical Advisory Committee (MTAC) made a recommendation to the Metro Policy Advisory Committee (MPAC) on adoption of the 2023 RTP. On October 25, MPAC recommended the Metro Council approve the actions listed in the tables in Exhibit C (Part 1) as part of making an overall recommendation to the Metro Council adopt the RTP by approving Ordinance No. 23-1496 and its exhibits.

MPAC's recommendations will be brought forward to the Metro Council for consideration as the 2023 RTP is finalized for adoption in late November. In the meantime, the MPAC recommendations will serve as the discussion starting point for the Transportation Policy Alternatives Committee (TPAC) meeting on November 3, 2023. TPAC's recommendation, in turn, will be brought forward to the Joint Policy Advisory Committee on Transportation (JPACT) meeting on November 16, 2023.

At this work session, staff will present the MPAC and TPAC recommendations, highlighting key differences from the Metro staff recommendations presented to Council in October, as well as any key differences between the MPAC and TPAC recommendations. TPAC has not yet made their recommendation so that information is not available for the packet.

ACTION REQUESTED FOR TODAY'S MEETING

Council discussion and direction to Council members of JPACT on the MPAC recommendations contained in Exhibit C (Part 1) and TPAC recommendations that Metro staff will present at the work session.

POLICY QUESTIONS FOR TODAY'S MEETING

- Overall, do the MPAC and TPAC recommendations adequately advance Council priorities and desired outcomes for the 2023 RTP and work ahead?
- Are there additions or other changes to the TPAC or MPAC recommendations that Council would like the Council members of JPACT to bring forward for consideration by JPACT to further advance Council priorities and desired outcomes?

POLICY OPTIONS FOR COUNCIL TO CONSIDER AT TODAY'S MEETING

1. Support JPACT approval of Ordinance No. 23-1496 as recommended by MPAC and/or TPAC.
2. Support JPACT approval of Ordinance No. 23-1496 with changes requested by Council.

STRATEGIC CONTEXT AND FRAMING

A summary of recent discussions and actions on the RTP follows.

At their respective meetings **on September 20 and September 21, MPAC and JPACT began discussion of the five key policy topics** contained in Exhibit C (Part 1). MPAC and JPACT members expressed support for advancing regional discussions to secure funding for the priorities in the RTP, particularly transit service. MPAC members expressed the

importance of adequate funding to address local transportation needs, particularly growing maintenance needs in each community, and the importance of the region speaking as one voice in future legislative sessions. Recommendations for expanding the region's efforts to secure funding are reflected in Exhibit C (Part 1).

MPAC members stated support for the important role that freeways serve in meeting local travel needs in different parts of the region due to a lack of multimodal connectivity. MPAC also urged the next RTP project selection process be more closely linked to development needs and priorities. Another expressed JPACT priority was ensuring project partners on major freeway projects (including the Interstate Bridge Replacement Program, I-5 Rose Quarter Project, the I-205 Toll Project, and the Regional Mobility Pricing Project) continue to be accountable to adopted commitments. JPACT also directed staff to work with the Oregon Department of Transportation (ODOT) on unbundling ODOT project #12095 to provide more specificity about the location and project details to increase transparency and enable the projects to be included in the final RTP system analysis.

Recommendations for unbundling and other actions, and ensuring accountability to commitments are reflected in Exhibit C (Part 1).

At the September 28 Metro Council meeting, Council conducted the first read of Ordinance No. 23-1496 and held the first of two legislative hearings for adoption of the 2023 RTP, as required by state law. A second hearing and final Council legislative action are scheduled for November 30, 2023. At that time, Council will consider recommendations from MPAC and JPACT.

On September 29, Metro staff recommendations were transmitted to Metro's technical advisory committees – the TPAC and MTAC – for discussion and recommendation to their respective policy advisory committees – JPACT and MPAC. The recommendations address JPACT direction on unbundling ODOT safety projects as reflected in Exhibit C (Part 1).

On October 6, TPAC began discussion of the Metro staff recommendations. Members raised the importance of having adequate time to discuss the Metro staff recommendations prior to making a final recommendation to JPACT. Members also highlighted the importance of prioritizing future Metro staff work identified in Chapter 8 of the RTP, recognizing the recommendations contain additional post-RTP adoption work for Metro staff beyond what was identified in the public review draft 2023 RTP. Top priorities identified by TPAC members included completion of the mobility policy work as part of the update to the Regional Transportation Functional Plan, regional transportation funding discussions, and work to continue advancing the region's climate tools and analysis and improving the project list development and evaluation process in advance of the next RTP update (due in 2028).

On October 10, the Metro Council discussed the Metro staff recommendations in Exhibit C (Part 1) and expressed support for the overall set of recommendations as proposed.

At a joint workshop **on October 11, MTAC and TPAC members discussed the Metro staff recommendations each of the discussion topics in Exhibit C (Part 1).** As part of the discussion, TPAC and MTAC members introduced and discussed potential changes to the Metro staff recommendations. These potential changes were raised and acted on at the October 18 MTAC meeting.

On October 18, MTAC unanimously recommended that MPAC recommend the Metro Council adopt the 2023 Regional Transportation Plan with the recommended changes that are contained in Exhibit B and Exhibit C (Part 1 and Part 2) to Ordinance No. 23-1496. MTAC's recommendation made some changes to the Metro staff recommendations and recognized that TPAC and JPACT will also make recommendations on Ordinance No. 23-1496 and its Exhibits in November.

On October 25, MPAC unanimously recommended that Metro Council adopt the 2023 Regional Transportation Plan with the recommended changes that are contained in Exhibit B and Exhibit C (Part 1 and Part 2) to Ordinance No. 23-1496. MPAC's recommendation made some changes to the MTAC recommendations and recognized that TPAC and JPACT will also make recommendations on Ordinance No. 23-1496 and its Exhibits in November.

Key MTAC and MPAC recommended changes to the Metro staff recommendations that were presented to Council in October include:

- MTAC recommended **removal of the Metro staff recommendation to create a JPACT subcommittee with business and community leaders to provide more oversight and guide the 2028 RTP Call for Projects.** MTAC members expressed JPACT would continue to guide the Call for Projects making creation of a subcommittee unnecessary and potentially limiting. *(Policy Topic 1, Investment Emphasis)*
- MPAC recommended adding the Regional Mobility Pricing Project to the list of projects referenced to ensure continuing accountability with ODOT commitments and desired outcomes for each project. *(Policy Topic 1, Investment Emphasis, Action 1)*
- MTAC recommended replacing **toll revenue sharing language** with new language that describes the statutory authority for tolling and allocation of toll revenues and shifts coordination of revenue sharing approach to JPACT and the Metro Council instead of ODOT. MPAC recommended this action be expanded to include the ODOT commitments in a new RTP appendix and other changes to ensure continuing accountability with those commitments. MPAC also recommended that the toll revenue sharing approach be developed collaboratively (Metro Council, JPACT, ODOT and regional partners) and that ODOT present the region's agreed-upon toll revenue sharing approach to the Oregon Transportation Commission prior to Jan. 1, 2026. *(Policy Topic 2, Pricing Policy Implementation, Action 1.a.)*
- MTAC recommended adding language to **provide more specificity about the diversion analysis and other analysis ODOT will do as part of ongoing NEPA**

processes consistent with Federal requirements. MPAC recommended this action be further expanded to **ensure the analysis also addresses the ODOT commitments** referenced in Action 1.a. (*Policy Topic 2, Pricing Policy Implementation, Action 1.c.*)

- MTAC recommended adding language to specify that **ODOT must provide reports documenting consistency with RTP pricing policies when requesting future MTIP amendments**. This would be in addition to existing RTP consistency documentation that is done for MTIP amendments. MPAC recommended further refinements that are reflected in Action 1.e. (*Policy Topic 2, Pricing Policy Implementation, Actions 1.e. through 1.g.*)
- MPAC recommended adding a new action to **amend the RTP Constrained Project List to split the I-5 and I-205: Regional Mobility Pricing Project (RTP #12304) into two phases**, retaining only the preliminary engineering (PE) phase in the RTP Constrained Project List and moving the construction-related phases (RW, UR, CN and OT) to the RTP Strategic Project List. (*Policy Topic 2, Pricing Policy Implementation, Action 2*)
- MTAC recommended adding language to **clarify the electrification action is intended to focus on identifying actions for improved coordination and assessing need and gaps** in local and regional action to advance electrification. MPAC did not recommend further changes to this policy topic. (*Policy Topic 4, Climate Tools and Analysis, Action 5*)
- MTAC recommended changes that **provide flexibility for JPACT to define the list infrastructure needs to be the focus of the expanded regional funding efforts**. Members expressed the list was too limiting and should be discussed by JPACT in greater detail in 2024. MPAC did not recommend further changes to this policy topic. (*Policy Topic 3, Regional Transportation Funding, Actions 1.a. and 1.e.*)
- MTAC recommended adding a new action to update Chapter 3 to **remove local mobility policy implementation-related language pending completion of future work**. This change acknowledged the remaining technical work to be completed and functional plan update that will begin next year. MTAC also recommended updates to clarify the remaining work will be completed in collaboration with affected jurisdictions and TPAC. MPAC did not recommend further changes to this policy topic. (*Policy Topic 5, Mobility Policy Implementation, Actions 1.d. and 2*)
- MPAC recommended **amending the description of RTP Project #12099 (I-205 Toll Project (PE) to delete the summary of expected project safety impacts**. This change was recommended because members raised concerns that the expected reduction in crashes reported in the project description does not account for safety impacts of tolling that will be analyzed through the NEPA process underway. Members are concerned about the potential for more fatal and serious injury crashes on urban arterials due to diversion of throughway travel on arterial streets if tolling is implemented on I-205.

The packet includes a document that shows the MTAC and MPAC recommended changes to the Metro staff recommendations discussed by Metro Council on October 10. The MTAC recommended changes are shown in green ~~strikeout~~ and underscore format. The MPAC recommended changes to the MTAC recommendations are shown in blue ~~strikeout~~ and underscore format. The document will be updated following the November 3 TPAC meeting to highlight TPAC recommendations that are different from the MPAC recommendations.

FINAL STEPS

A schedule of remaining discussions and actions is provided in the packet. TPAC will be requested to make a recommendation to JPACT on Ordinance No. 23-1496 at the November 3 meeting. Any differences in recommendations from the MPAC recommendation to the Metro Council will be communicated to the Metro Council and JPACT. The Metro Council will discuss MPAC's and TPAC's recommendations on November 7. JPACT will consider TPAC's recommendation on November 16.

The Metro Council is scheduled to consider MPAC and JPACT's recommendations on November 30, following a final public hearing.

POLICY OPTIONS FOR COUNCIL TO CONSIDER FOR THE VOTE ON NOVEMBER 30:

1. Adopt Ordinance No. 23-1496 as recommended by JPACT.
2. Do not adopt Ordinance No. 23-1496 as recommended by JPACT, and refer back to JPACT.

Approval of Ordinance No. 23-1496 by JPACT and Metro Council approves the 2023 RTP and appendices. The RTP will be effective immediately upon adoption by JPACT and Metro Council for federal purposes. The ordinance, as recommended, sets the foundation for:

- Ensuring local and regional concerns and ODOT commitments related to tolling are addressed in NEPA processes underway, in future amendments to the Metropolitan Transportation Improvement Program (MTIP) and during project implementation;
- Completion of work needed to support future implementation of the updated RTP regional mobility policy in future local transportation system plan updates and when evaluating the transportation impacts of local comprehensive plan amendments;
- The next Regional Flexible Funds Allocation (RFFA) process, consideration of future amendments to the Metropolitan Transportation Improvement Program (MTIP), and development of the next MTIP;
- Updating the Regional Transportation Functional Plan, guidance and tools (2024-25) to support subsequent local transportation system plan updates (2025-2028);
- Future region-wide planning efforts and ongoing public engagement and

consultation activities;

- Regional efforts to seek future funding; and
- The 2028 RTP update.

The ordinance also defines specific activities for Metro, the Oregon Department of Transportation (ODOT), TriMet and other regional partners to take over the next few years to support the policy outcomes identified through the RTP update. These activities will result in a more comprehensive approach for implementing the 2040 Growth Concept and meeting regional and state goals for safety, mobility, equity, climate, and economy.

Under federal law, this plan update must be completed by Dec. 6, 2023, when the current plan expires. Continued compliance with federal planning regulations ensures ongoing federal transportation funding eligibility for projects and programs in the region. This includes funding from Federal grants and already-programmed funds that Metro distributes to partners through the Regional Flexible Funds Allocation (RFFA). A current RTP must also be in place for regional agencies to seek federal actions and approvals of projects undergoing environmental review under the National Environmental Policy Act (NEPA).

ATTACHMENTS

- RTP Ordinance No. 23-1496
 - Exhibit A to Ordinance No. 23-1496
 - Exhibit B to Ordinance No. 23-1496
 - Exhibit C (Part 1) to Ordinance No. 23-1496 MPAC recommendations
 - Exhibit C (Part 2) to Ordinance No. 23-1496 MPAC Recommendations
 - Comparison of Metro Staff Recommendations, MTAC recommendations and MPAC Recommendations
 - RTP Schedule
 - RTP Engagement Summary – 2022-23
-
- Is legislation required for Council action? ☒ Yes ☐ No
 - If yes, is draft legislation attached? ☒ Yes ☐ No

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 plan 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.

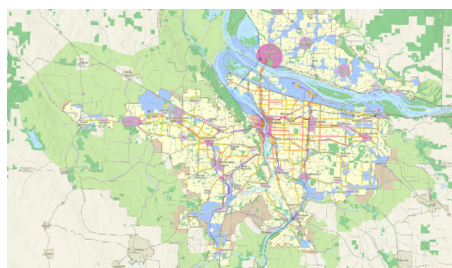
Lynn Peterson, Council President

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.*

Exhibit B to Ordinance No. 23-1496

Chapter 2 Regional Framework Plan

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

Goal 1: Mobility Options

People and businesses can reach the jobs, goods, services and opportunities they need by well-connected, low-carbon travel options that are safe, affordable, convenient, reliable, efficient, accessible, and welcoming.

- **Objective 1.1 Travel Options** – Plan communities and design and manage the transportation system to increase the proportion of trips made by walking, bicycling, shared rides and use of transit, and reduce per capita vehicle miles traveled.
- **Objective 1.2 System Completion** – Complete all gaps in planned regional networks.
- **Objective 1.3 Access to Transit** – Increase household and job access to current and planned frequent transit service.
- **Objective 1.4 Regional Mobility** – Maintain reliable person-trip and freight mobility for all modes in the region's mobility corridors, consistent with the designated modal functions of each facility and planned transit service within each corridor.

Goal 2: Safe System

Traffic deaths and serious crashes are eliminated and all people are safe and secure when traveling in the region.

- **Objective 2.1 Vision Zero** – Eliminate fatal and severe injury crashes for all modes of travel by 2035.
- **Objective 2.2 Transportation Security** – Reduce the vulnerability of travelers and critical passenger and freight transportation infrastructure to crime and terrorism.
- **Objective 2.3 State of Good Repair** – Maintain or bring facilities for all modes up to a state of good repair. (See Exhibit C Part 2, Comment #75)

Exhibit B to Ordinance No. 23-1496

Goal 3: Equitable Transportation

Transportation system disparities experienced by Black, Indigenous and people of color and people with low incomes, are eliminated. The disproportionate barriers people of color, people who speak limited English, people with low incomes, people with disabilities, older adults, youth and other marginalized communities face in meeting their travel needs are removed.

- **Objective 3.1 Transportation Equity** – Eliminate disparities related to access, safety, affordability and health outcomes experienced by people of color and other marginalized communities.
- **Objective 3.2 Barrier Free Transportation** – Eliminate barriers that people of color, low income people, youth, older adults, people with disabilities and other marginalized communities face to meeting their travel needs.

Goal 4: Thriving Economy

Centers, ports, industrial areas, employment areas, and other regional destinations are accessible through a variety of multimodal connections that help people, communities, and businesses thrive and prosper.

- **Objective 4.1 Connected Region** – Focus growth and transportation investment in designated 2040 growth areas to build an integrated system of throughways, arterial streets, freight routes and intermodal facilities, transit services and bicycle and pedestrian facilities, with efficient connections between modes and communities that provide access to jobs, markets and community places within and beyond the region.
- **Objective 4.2 Access to Industry and Freight Intermodal Facilities** – Maintain access to industry and freight intermodal facilities by a reliable and seamless freight transportation system that includes air cargo, pipeline, trucking, rail, and marine services to facilitate efficient and competitive shipping choices for goods movement in, to and from the region.
- **Objective 4.3 Access to Jobs and Talent** – Attract new businesses and family-wage jobs and retain those that are already located in the region while increasing the number and variety of jobs that households can reach within a reasonable travel time.
- **Objective 4.4 Transportation and Housing Affordability** – Reduce the share of income that households in the region spend on transportation to lower overall household spending on transportation and housing.
- **Objective 4.5 Asset Management** – 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. (See Exhibit C Part 2, Comment #74)

Exhibit B to Ordinance No. 23-1496

Goal 5: Climate Action and Resilience

People, communities and ecosystems are protected, healthier and more resilient and carbon emissions and other pollution are substantially reduced as more people travel by transit, walking and bicycling and people travel shorter distances to get where they need to go.

- **Objective 5.1 Climate Change Mitigation** – Meet adopted targets for reducing transportation-related greenhouse gas emissions and vehicle miles traveled per capita in order to slow climate change.
- **Objective 5.2 Climate-Friendly Communities** – Increase the share of jobs and households in walkable, mixed-use areas served by current and planned frequent transit service.
- **Objective 5.3 Resource Conservation** – Preserve and protect the region’s biological, water, historic, and culturally important plants, habitats and landscapes, ~~and Objective 5.4 Green Infrastructure~~— integrate green infrastructure strategies to maintain habitat connectivity, reduce stormwater run-off, and reduce light pollution. (See Exhibit C Part 2, Comment #89)
- **Objective 5.5~~4~~ 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. (See Exhibit C Part 2, Comment #76)
- **Objective 5.5 Resilient Infrastructure** – Maintain or bring facilities up to a state of good repair and avoid deferred maintenance to prevent future more costly and resource intensive repairs. (See Exhibit C Part 2, Comment #76)

Exhibit C (Part 1) to Ordinance No. 23-1496

10/25/23 MPAC Recommendation to Metro Council on Discussion Items

This document summarizes recommended actions to address key concerns raised during the final comment period for the 2023 Regional Transportation (RTP). The concerns and recommendations have been organized into five policy topics shown in Figure 1.

Figure 1. Key Policy Topics for Discussion and Recommendation



On October 25, the Metro Policy Advisory Committee (MPAC) recommended the Metro Council approve the actions listed in the tables that follow as part of making an overall recommendation to the Metro Council adopt the RTP by approving Ordinance No. 23-1496 and its exhibits.

MPAC's recommendations will be brought forward to the Metro Council for consideration as the 2023 RTP is finalized for adoption in late November. In the meantime, the MPAC recommendations will serve as the discussion starting point for the Transportation Policy Alternatives Committee (TPAC) meeting on November 3, 2023. TPAC's recommendation, in turn, will be brought forward to the Joint Policy Advisory Committee on Transportation (JPACT) meeting on November 16, 2023.

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Policy Topic 1 – Investment Emphasis

Key concerns	MPAC RECOMMENDED ACTIONS
<p>The emphasis of investments does not align with regional goals. There is too much investment in freeways relative to the following investments, which need more resources:</p> <ul style="list-style-type: none"> transit service completing gaps in active transportation network addressing the safety needs of urban arterials reducing climate pollution 	<ol style="list-style-type: none"> 1. Ensure Accountability: Ensure project partners for the Interstate Bridge Replacement Program, I-5 Rose Quarter Project, Regional Mobility Pricing Project and the I-205 Toll Project are accountable to commitments and desired outcomes to address safety, climate and equity priorities for each project.¹ 2. Unbundle and identify ODOT safety projects: Recommend that ODOT unbundle and prioritize safety projects within RTP Project #12095 (\$349 million)(Safety & Operations Projects 2023-2030) to provide more specificity about the location and project details. This would increase transparency and align and leverage proposed local projects on state-owned arterials. It would also enable the projects to be included in the final 2023 RTP analysis. Specific recommendations include: <ol style="list-style-type: none"> Add individual 2024-27 STIP/MTIP projects to the 2023 RTP project list that have the RTP ID 12095 and a cost estimate of \$2 million or greater.² Add a new project that reflects ODOT's ongoing ADA Program investments in the region. Recommend ODOT continue to host and advertise ODOT presentations on the draft STIP list at TPAC and JPACT and provide opportunities for input on project selection. Recommend ODOT present on the 27-30 STIP program allocations and project selection processes and criteria for safety projects, including the ARTS program that includes safety projects on both the ODOT and local systems. 3. Report on safety investments in the region: Recommend that all transportation agencies provide regular reports to TPAC and JPACT on the location, type and amount of federally-funded safety investments made in the region. These updates would ideally be coordinated with each MTIP cycle and can be used to aid Metro in reporting and evaluating MTIP performance. 4. Improve the RTP project list development and review process in advance of the 2028 RTP: <ol style="list-style-type: none"> Update Chapter 8 in the 2023 RTP to identify post-RTP work in advance of the 2028 RTP Call for Projects. Specific recommendations include:

¹ JPACT and Metro Council discussions and actions on projects undergoing the NEPA process in the Portland area are listed in Attachment 1.

² The 2024-27 STIP and 2024-27 MTIP include 12 projects (\$66 million in investments) with a cost estimate of \$2 million or greater. These projects are listed in Attachment 2.

Policy Topic 1 – Investment Emphasis	
Key concerns	MPAC RECOMMENDED ACTIONS
	<ul style="list-style-type: none"> i. Recommend Metro convene a group to review Metro’s existing metrics and tools for evaluating safety, climate, equity, mobility and economic development impacts of transportation decisions across the RTP, MTIP, RFFA and investment area programs to ensure metrics and tools reflect community and regional priorities. This could lead to recommendations on new tools and/or process improvements that may be needed to better align investment priorities with RTP goals and funding opportunities. ii. Recommend Metro conduct a review of the 2023 RTP project list development process in advance of the 2028 RTP update. The intended outcome of this review is an improved project assessment process that better aligns project selection with community and regional priorities. An improved project assessment process would provide transparency and enable decision-makers to consider the benefits and impacts of multiple projects comprehensively when making investment decisions. iii. Recommend that Metro Council members and staff present to elected councils around the region to highlight the goals of the 2023 RTP and expectations around identification of investment priorities during the scoping phase for the 2028 RTP update. b. Post RTP adoption, recommend all agencies engage community members, community-based organizations, tribes, cities, counties, transportation providers, businesses and other interested parties in the process of identifying and prioritizing locations and projects to address safety, climate, equity and transit needs in advance of the 2028 RTP Call for Projects. As part of this work, consider new/innovative data and metrics to benchmark and measure performance on safety and equity. <p>5. Continue to improve coordination and support for small jurisdictions.</p> <ul style="list-style-type: none"> a. Following adoption of the 2023 RTP, develop strategies to support smaller jurisdictions to be more effective for funding opportunities. b. Prior to the 2028 RTP Call for Projects, consider strategies to improve coordination on submitting projects on state or multi-jurisdictional facilities.

Policy Topic 2 – Pricing Policy Implementation

Key concerns	MPAC RECOMMENDED ACTIONS
<ul style="list-style-type: none"> Concern about whether future MTIP amendments to advance ODOT tolling program projects will be subject to the RTP pricing policies and actions. Toll project analysis has been insufficient to understand the impacts of potential diversion from tolling on traffic and safety on the local system. These details are necessary to understand how tolling will interact with other projects in the RTP and to identify policies and projects to address diversion and safety. <ul style="list-style-type: none"> It is unclear how much diversion from tolling will likely occur and how much diverted traffic is likely to be local travel that should use the local system versus longer distance travel that should be using throughways. Concern about 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. Need to recognize that diversion is 	<ol style="list-style-type: none"> Update Chapter 8 to identify work needed to address local and regional concerns prior to implementation of tolling projects: <ol style="list-style-type: none"> As established under Oregon Revised Statute Chapter 383, the Oregon Transportation Commission (OTC) is the state’s tolling authority and decision-maker on allocation of toll revenues. The use of toll revenues is subject to federal laws, the Oregon Constitution (Article IX, section 3a), state law, the Oregon Highway Plan, and OTC Policy. <ol style="list-style-type: none"> Tolling efforts for the IBR program will be developed in a bi-state process involving the legislatures, transportation commissions, and departments of transportation from both Oregon and Washington. The OTC and WSTC will jointly determine toll rates and toll policies for the IBR program. However, unlike in Oregon where the OTC determines how toll revenue is spent; in Washington, the Legislature, not the WSTC, has this authority. ODOT has made a series of commitments to ensure that pricing projects contained in ODOT's Urban Mobility Strategy align with the Pricing Policy in the 2023 RTP as documented in Appendix X. To ensure continuing accountability with those commitments, JPACT and Metro Council shall coordinate with regional partners (including ODOT) on a proposed toll revenue sharing approach to address safety and diversion impacts from tolling and work together to expand transportation options along priced corridors. JPACT and Metro Council shall provide testimony to the OTC in support of the collaboratively developed toll revenue sharing approach, and ODOT shall present the approach to the OTC for consideration prior to January 1, 2026. ODOT must bring the work of the Equity and Mobility Advisory Committee (EMAC) into the analysis, discussion and influencing decision-making about the revenue raising potential of tolling and/or pricing consistent with EMAC’s foundational statements accepted by the OTC. Due to the bi-state nature of the IBR program, the advisory committees established by ODOT for the Oregon Toll Program will not be the entities utilized for the IBR program. The IBR program will work with the OTC and WSTC to identify the process for incorporating public, advisory group, and partner agency input around toll rate-setting and policies. ODOT shall, however, seek opportunities to incorporate the equity framework of the EMAC, where appropriate, into all pricing programs.

Policy Topic 2 – Pricing Policy Implementation

Key concerns	MPAC RECOMMENDED ACTIONS
<p>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.</p> <ul style="list-style-type: none"> 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 per capita GHG and VMT reduction targets. 	<ol style="list-style-type: none"> ODOT will evaluate, document and address diversion on local routes where diversion is identified as part of the ongoing NEPA analyses consistent with Federal requirements and the additional commitments made by ODOT referenced in Key Policy Topic 2 Recommended Action 1.a. Consistent with these commitments and to inform decision-making, ODOT shall provide participating agencies with technical information regarding anticipated short- and long-term safety and mobility impacts resulting from tolling, including but not limited to one set of maps for each RMPP Option based on select-link analysis that show the major routes in the region conveying vehicles to/from I-5/I-205, including identified mobility corridors. Consistent with the ongoing I-205 NEPA processes, ODOT will utilize the Metro Regional Travel Demand Model and other models that rely on state, regional and local data to evaluate tolling options for I-205. ODOT will conduct a separate analysis to determine if a managed lane concept on I-205 between OR43 and Stafford Road is viable. This analysis will include an evaluation of using one or more managed lanes to address congestion, raise revenues for needed expansion, and minimize diversion. JPACT and Metro Council shall clarify expectation of ODOT to prepare findings that document how the RTP pricing policies and actions, and previous ODOT commitments with the Metro Council are addressed when requesting JPACT and the Metro Council consider future MTIP amendments for toll projects. Revise Page 8-68, Section 8.3.1.6 to add: <u>“As the I-205 Toll Project develops and future phases and cost adjustments are amended into the MTIP, reports shall be submitted documenting consistency on compliance with the Chapter 3 Pricing Policies.”</u> Revise Page 8-70, Section 8.3.1.7 to add: <u>“As the I-5 & I-205 Regional Mobility Pricing Project develops and future phases and cost adjustments are amended into the MTIP, reports shall be submitted documenting consistency on compliance with the Chapter 3 Pricing Policies.”</u> <ol style="list-style-type: none"> Amend the RTP Constrained Project List to split the I-5 and I-205: Regional Mobility Pricing Project (RTP #12304) into two phases, retaining only the preliminary engineering (PE) phase in the RTP Constrained Project List and moving the construction-related phases (RW, UR, CN and OT) to the RTP Strategic Project List.

Policy Topic 3 – Regional transportation funding	
Key concerns	MPAC RECOMMENDED ACTIONS
<ul style="list-style-type: none"> There is insufficient funding to meet the region’s currently identified needs and RTP goals; the gas tax continues to fall behind in the near-term; and is not viable in long-term, yet it is unclear whether new revenues such as congestion pricing, VMT/road user fee will fill this gap. Regional consensus is on how to prioritize investments made with existing or new funding. Existing funding streams tend to under-invest in transit and multimodal improvements. 	<ol style="list-style-type: none"> Expand regional efforts on transportation funding: Update Chapter 8 and RTP adoption legislation to recommend preparing a JPACT work plan to focus on increasing and accelerating regional transportation investments. The work plan should address: <ol style="list-style-type: none"> developing state and federal funding legislative priorities position supported by JPACT and the Metro Council, such as the need to maintain the transportation system, invest more in transit and active transportation, address resiliency of bridges and the system, and create dedicated funding for active transportation, transit, Great Streets and Willamette River and other major bridges; dedicating resources and coordination to increase region’s competitiveness for emerging BIL federal funding opportunities; pursuing transportation funding, including new funding sources to replace the gas tax, in the 2025 legislative session and federal funding opportunities; dedicating staff time to assess whether new revenues such as congestion pricing, a VMT/road user fee and changes to user fees and taxes on gasoline sales and other aspects of travel can provide the necessary funding building on the equitable funding research conducted as part of the 2023 RTP update; and developing effective strategies to fund and implement transportation infrastructure in Urban Growth Boundary expansion areas and adjacent networks to meet urban multimodal standards and support complete communities consistent with the Regional Growth Concept. Work to secure sustainable, long-term funding to meet the region’s demand for increased frequent and reliable transit service to meet climate and other goals: As part of the legislative priorities in recommendation #1, advocate for the 2025 Legislature to fund increased transit service and transit-supportive investments, including community-based services that complement regional service, at levels needed to meet the region’s state-mandated climate target.

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Policy Topic 4 – Climate Tools and Analysis	
Key concerns	MPAC RECOMMENDED ACTIONS
<ul style="list-style-type: none"> RTP climate analysis and Climate Smart Strategy should better inform RTP investment priorities. Statewide Transportation Strategy (STS) assumptions need to be updated. Tools for climate analysis in the RTP, MTIP/RFFA and other investment decisions need to be improved. 	<ol style="list-style-type: none"> Update RTP Climate Analysis and Findings: Update the climate analysis to reflect the 2023 RTP, vehicle fleet mix and turnover rates today and report this information back to policymakers and in Chapter 7 and Appendix J, with recommendations to use the updated assumptions as the basis of future climate analysis. Update RTP climate assumptions in Chapter 7 and Appendix J to: <ol style="list-style-type: none"> Describe which state assumptions are required to be used in the RTP climate analysis and why. Document state assumptions in more detail, including a table describing key state assumptions (e.g., vehicle fleet turnover rate, share of SUV/light truck vs. passenger vehicles, share of electric vehicles), as well as current trends with respect to these assumptions and discussions of state policies, programs or other actions the state is taking to support the state assumptions used in the RTP climate analysis. Describe that the region will not meet its targets if the state assumptions used in the analysis are not met, along with the results of the RTP 23+AP scenario, which quantifies how much the region falls short of its targets if the Statewide Transportation Strategy (STS) assumptions are not included in the analysis. Describe current trends in GHG emissions, both in the region and state, and nationally, based on DARTE and other inventory sources. Use the updated assumptions as the basis of future climate analysis. Advocate for updates to Statewide Transportation Strategy (STS) assumptions: Submit a letter to state agencies encouraging a review of and update to key state assumptions used to set the regional GHG targets, highlighting the need for an update to the STS Monitoring Report that compares the STS assumptions to recent trends and policy changes, and identifies actions needed to achieve STS assumptions that are not on track. Continue to improve climate analysis tools: Update Chapter 8 and Appendix J to describe future efforts to continue to improve climate analysis tools and capabilities to inform policy and investment decisions that have climate impacts.

Policy Topic 4 – Climate Tools and Analysis	
Key concerns	MPAC RECOMMENDED ACTIONS
	<p>5. Take action to support Federal and State electrification efforts: Update Chapter 8 to identify actions for improved coordination and assessing the needs and gaps in local and regional actions to advance transportation electrification in the greater Portland region a way that complements existing state and federal policies and programs. Potential local and regional actions may include:</p> <ul style="list-style-type: none"> • setting a vision for what the electrified future looks like, describing roles and responsibilities in the private sector and at various governmental levels in helping to achieve that vision; • identifying gaps in current private/federal/state actions that local and regional agencies can fill and identifying potential implementation actions that address identified gaps and sources of implementation funding. This could include such actions as: best practices for ensuring EV charger availability at multi-family developments - starting with those funded by Metro via the TOD and Affordable Housing programs; • making shared EVs available (e.g., expanding car sharing and shared e-bikes/scooters, including via both site and citywide deployments); providing access to e-bikes (e.g., providing free trials at events, funding consumer rebates); • preparing EV-ready code amendments to ensure that it is easy and cheap to install EVs, especially at new multifamily development; • partnering with businesses to increase charger availability at retail and other common opportunity-charging destinations; and • siting and funding a limited number of high-profile public charging demonstration projects (e.g., Electric Avenue).

Policy Topic 5 – Mobility Policy Implementation	
Key concerns	MPAC RECOMMENDED ACTIONS
<ul style="list-style-type: none"> The regional mobility policy is a critical step toward investments that prioritize safety, mobility and equity. The current project list does not reflect the influence of that policy because it is new. Remaining regional mobility policy work needs to be completed to support local, regional and state implementation through transportation system plans, RTP and the Oregon Highway Plan. 	<ol style="list-style-type: none"> Update Chapter 8 to identify the remaining work needed to support implementation of the regional mobility policy and the process to complete the work: <ol style="list-style-type: none"> Describe the work that will be completed as part of the Regional Transportation Functional Plan update (2024-25) and in coordination with the statewide CFEC implementation program and Oregon Highway Plan update that is underway. Describe that local implementation of the regional mobility policy would follow adoption of updates to the Regional Transportation Functional Plan and Oregon Highway Plan. Describe the timeline and process to support local implementation of the mobility policy in transportation system plan and comprehensive plan amendments. Define future analysis needed to determine appropriate reliability metrics for signalized thoroughways and that this work will be completed in collaboration with affected jurisdictions and TPAC as part of the Regional Transportation Functional Plan update (2024-25) and in coordination with the update to the Oregon Highway Plan (2023-24). Clarify what land use decisions the regional mobility policy applies to in coordination with the statewide CFEC implementation program that is underway. Include a task to develop an approach for evaluating household-based VMT per capita to aid cities and counties when making land use decisions in the Portland area in coordination with the statewide CFEC implementation program that is underway. Include a task to finalize guidance for measuring system completeness for both transportation demand management (TDM) and transportation system management and operations (TSMO). Include a task to reconsider use of the VMT/employee measure. Update Chapter 3 of the RTP to acknowledge that additional work remains that will inform implementation actions. <ol style="list-style-type: none"> Delete Section 3.2.5.2 (Mobility policy system planning actions) and Section 3.2.5.3 (Mobility policy plan amendments evaluation actions).



Additional MPAC Discussion Item 1	
MPAC concerns	MPAC RECOMMENDED ACTION
<ul style="list-style-type: none">• The expected reduction in crashes reported in the project description does not account for safety impacts of tolling that will be analyzed through the NEPA process underway.• Concern about the potential for more fatal and serious injury crashes on urban arterials due to diversion of throughway travel on arterial streets if tolling is implemented on I-205.	<ol style="list-style-type: none">1. Amend the description of RTP Project #12099 (I-205 Toll Project (PE) to delete the summary of expected project safety impacts, as follows: “...I-205 in the project area has numerous sites that rank in the top 5 or 10 percent of sites according to 2019 data from the Safety Priority Index System (SPIS), ODOT’s systematic scoring method for identifying potential safety problems on state highways based on the frequency, rate, and severity of crashes. Due to the proposed highway improvements (tolling and lane configuration changes) the number of crashes on I-205 in the project area, including crashes resulting in fatalities and injuries, is expected to be 26% lower (representing 144 total crashes).”



**Attachment 1 to
Part 1 to Exhibit C to Ordinance No. 23-1496**

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Key JPACT and Metro Council discussions and actions on ODOT projects in the greater Portland area undergoing the NEPA process

This document summarizes JPACT and Metro Council discussions and actions on ODOT projects undergoing the NEPA process in the Portland area. All of these projects are proposed for adoption in the 2023 Regional Transportation Plan. Attachments to this document reflect adopted commitments and expressed desired outcomes for each project.

I-5 Interstate Bridge Replacement Program (IBR)

- June 5, 2008 – Metro Council adopted Metro Council concerns and considerations to identify unresolved issues to be addressed as the CRC project moved forward (Res. No. 08-3938B)
- July 17, 2008 – Metro Council adopted Columbia River Crossing LPA (Res. No. 08-3960B)
- December 5, 2019 – Metro Council amended the 18-21 MTIP to add a new planning study of a replacement Interstate 5 bridge between Oregon and Washington (Res. No. 19-5046).
- December 2, 2021 – Metro Council amended the 21-24 MTIP to add a partially-funded Preliminary Engineering phase to IBR (Res No. 21-5217).
- January 6, 2022 - Metro Council adopted Metro Council's Values, Outcomes, and Actions for the I-5 Bridge Replacement Program, which provides direction to the IBRP participants regarding the values, outcomes, and actions expected by the Metro Council for the project (Res. 21-5206)
- July 14, 2022 – Metro Council adopted Metro Council conditions of approval for the modified IBR LPA (Res. No. 22-5278)
- July 14, 2022 – Metro Council endorsed modified IBR LPA (Res. No. 22-5273)

I-5/Rose Quarter (I5RQ)

- November 2, 2017 – Council approved an MTIP amendment package that added several projects funded through HB 2017 to the MTIP, including I5RQ (then known as the “I-5 Broadway/Weidler Interchange Improvements” project) (Res. No. 17-4844)
- February 5, 2019 – Council received informational presentation on the I5RQ project from ODOT and PBOT staff.
- March 29, 2020 – Metro Council President submitted a comment letter on the I5RQ Environmental Assessment on behalf of the Metro Council.
- April 2, 2020 – Metro Council approved an amendment to the 2021-24 MTIP that added additional funding for the Engineering and Right of Way phases of I5RQ (Res. No. 20-5088).
- April 7, 2020 – Metro Council discusses Metro Council's Values, Outcomes, and Actions for I5RQ, which were intended to guide all Metro decisions and review of future funding requests for the project. This document was sent to ODOT as part of a letter on April 10, 2020.
- January 12, 2021 – Metro Council received a staff presentation with an update on the implementation of Council's Values, Outcomes, and Actions for the I5RQ project.



- June 15, 2021 – Metro Council received a staff presentation on the different cover development scenarios that were being considered as part of the I5RQ project. Following this discussion, Metro Council President submitted a letter to the I5RQ Executive Steering Committee expressing support for cover designs that create more developable space.
- August 4, 2022 – Metro Council received an email progress update on I5RQ from the PDR Director focused on progress in developing and implementing the highway cover.

I-205 Toll Project and I-205 Improvement Project (NB/SB) Widening

- May 16, 2016 – Metro Council amended the 2015-16 MTIP to add a planning phase for I-205 improvements between Stafford Rd. and OR 99E (Res. No. 16-4705).
- July 29, 2021 – Metro Council amended the 21-24 MTIP to add a construction phase for I-205 improvements between OR 43 and OR 213 (Res. No. 21-5192).
- April 26, 2022 – Metro Council amended the 2018 RTP and 2018-21 MTIP to add I-205 Toll Project preliminary engineering phase and ODOT commitments as project moves forward in the NEPA process (Ord. No. 21-1467, Res. No. 22-5234)
- April 27, 2022 - I-205 Toll Project Regional Transportation Plan Amendment Letter of Agreement Clarifying Commitments between Metro and the Oregon Department of Transportation (signed by Director Strickler on 4/25/22 and Metro Council President Peterson on 4/27/22)

Regional Mobility Pricing Project

- No formal actions have been taken on RMPP.
- Draft Feb. 17, 2022 – Metro Council developed I-205 Tolling Project and RMPP Values, Outcomes and Actions to clarify the values, outcomes and actions wanted from a statewide congestion pricing program and the initial projects therein. This document was discussed at a Metro Council work session on 2/8/22 and revised based on Metro Council requests for JPACT discussion on 2/17/22 in advance of JPACT and Metro Council consideration of Ord. No. 21-1467.

<https://oregonmetro.legistar.com/View.ashx?M=E1&ID=926673&GUID=2CD0C577-3820-415C-BE12-FE7668015683>

/Attachments

1. IBR Modified Locally Preferred Alternative Recommendation (May 27, 2022)
2. Metro Council Conditions of Approval for IBR Modified Locally Preferred Alternative (Exhibit A-1 to Res. No. 22-5278)
3. I-5 Rose Quarter Metro Council Values and Outcomes (April 10, 2020)
4. I-205 Toll Project and Regional Mobility Pricing Project Metro Council Values, Outcomes and Actions for JPACT discussion (Feb. 17, 2022)
5. I-205 Toll Project Commitments for ODOT and Regional Partners (Exhibit B to Ord. 22-1467)
6. I-205 Toll Project Regional Transportation Plan Amendment Letter of Agreement (April 27, 2022)

MODIFIED LOCALLY PREFERRED ALTERNATIVE RECOMMENDATION

MAY 27, 2022

After regional support is reached on a Modified Locally Preferred Alternative for the Interstate Bridge Replacement (IBR) Program, the program commits to continuing work with the partner agencies and community to identify and refine program elements that have yet to be finalized. The **IBR Program** recommends the following components for the Modified LPA:

1. A replacement of the current I-5 Bridge with a seismically sound bridge.
2. A commitment to increase and implement attractive transit options across the Columbia River by supporting a variety of transit services that meet the needs of customers traveling between varied markets through:
 - i. Continuation of C-TRAN express bus service from markets north of the Bridge Influence Area (BIA) to the downtown Portland area utilizing new bus on shoulder facilities, where available, within the BIA.
 - ii. Continuation of C-TRAN's current and future Bus Rapid Transit lines as described in adopted regional plans and known as the Vine.
 - iii. New Light Rail Transit (LRT) service as the preferred mode for the dedicated High-Capacity Transit improvement within the BIA.
 - iv. An alignment of LRT that begins with a connection at the existing Expo Center LRT station in Portland, OR, extends north, with a new station at Hayden Island, continues across the Columbia River on a new I-5 bridge, and generally follows I-5 with an interim Minimum Operable Segment not extending north of E. Evergreen Boulevard, in Vancouver, WA. There will be multiple stations in the City of Vancouver to be decided by the Vancouver City Council in consultation with C-TRAN, the Port of Vancouver, and TriMet.
3. Active transportation and multimodal facilities that adhere to universal design principles to facilitate safety and comfort for all ages and abilities. Exceptional regional and bi-state multi-use trail facilities and transit connections will be created within the BIA. Opportunities will be identified to enhance active transportation facilities, with specific emphasis on local and cross-river connections between the region's Columbia River Renaissance Trail and the 40-mile Loop.
4. The construction of a seismically sound replacement crossing for the North Portland Harbor Bridge with three through lanes, northbound and southbound.
5. The construction of three through lanes northbound and southbound on I-5 throughout the BIA.

6. The inclusion of one auxiliary lane northbound and one southbound between Marine Drive in Portland and E. Mill Plain Boulevard in Vancouver to accommodate the safe movement of freight and other vehicles.
7. A partial interchange at Hayden Island, and a full interchange at Marine Drive, designed to minimize impacts on the Island's community; and improve freight, workforce traffic, and active transportation on Marine Drive.
8. A commitment to study improvements of other interchanges within the BIA.
9. Variable Rate Tolling will be used for funding, such as constructing the program, managing congestion, and improving multi-modal mobility within the BIA. The Program will study and recommend a low-income toll program, including exemptions and discounts, to the transportation commissions.
10. A commitment to establish a GHG reduction target relative to regional transportation impact, and to develop and evaluate design solutions that contribute to achieving program and state-wide climate goals.
11. A commitment to evaluate program design options according to their impact on equity priority areas with screening criteria such as air quality, land use, travel reliability, safety, and improved access to all transportation modes and active transportation facilities. The Program also commits to measurable and actionable equity outcomes and to the development of a robust set of programs and improvements that will be defined in Community Benefits Agreement.

RESOLUTION 22-5278

Exhibit A-1

**Metro Council Conditions of Approval for the Interstate Bridge Replacement Program Modified
Locally Preferred Alternative**

Metro Council recognizes that endorsement of a Locally Preferred Alternative (LPA) is one important focusing step that enables the project management team to proceed with further analysis of a reduced range of alternatives. Metro Council originally endorsed the LPA for the Columbia River Crossing on July 17, 2008 (Resolution 08-3960B). The project was restarted in 2019 as the Interstate Bridge Replacement Program (IBRP). Metro is a project partner under the National Environmental Policy Act (NEPA) and participated in the original Environmental Impact Statement (EIS) for the project. To achieve regulatory approvals, the project requires a Modified LPA and a Supplemental Environmental Impact Statement (SEIS).

Identifying a Modified LPA provides an important foundation for the project partners to move forward into the SEIS process. However; Metro Council is cognizant that many important issues are unresolved at the time of endorsement of a Modified LPA. A clear articulation of the conditions on which Metro Council's approval is given is required to ensure that these unresolved issues are appropriately addressed and resolved during the next phases of design, engineering, and financial planning, with participation by local communities and their elected representatives, and prior to construction.

While the Metro Council endorses the Modified LPA of the Interstate Bridge Replacement that includes light rail and tolling, as described in Resolution 22-5273, Metro Council simultaneously finds that the following conditions must be met in the upcoming refinement of design, engineering and financial planning.

A. CLIMATE

The IBR program must demonstrate how, with comprehensive variable-rate tolling intentionally designed to manage congestion and repay construction costs and with visionary improvements in transit and active transportation options, it achieves at least a proportionate contribution to the State of Oregon's greenhouse gas (GHG) goals that call for the state to reduce its GHG emissions (1) at least 45 percent below 1990 emissions levels by 2035; and (2) at least 80 percent below 1990 emissions levels by 2050. The construction of the bridge should use methods that provide the greatest level of sustainability possible.

- To create baselines, determine the hourly average vehicle miles traveled (VMT) across the bridge in 2022 by mode and use evidence-based methodologies to estimate the GHG by hour in the project area.
- Prepare an in-depth analysis of VMT in the BIA, taking into account tolling, induced automobile and truck demand, as well as the potential for modal shift resulting from improved transit speed, comfort, convenience, and affordability. The results of the analysis, which should include assumptions regarding tolling consistent with the Oregon Toll Program, must be made publically available.
- Implement a plan with current best practices to reduce GHG during the construction of the bridge, including the use of low-carbon materials and adherence to the Clean Air Construction Program requirements during the construction phase of the project.
- Implement and operate variable rate tolling, along with improvements to transit and active

transportation, in a manner that aims to reduce greenhouse gas emissions.

B. EQUITY AND COMMUNITY

The project should continue to apply the equity framework agreed upon by project partners and meaningfully engage equity priority communities throughout the IBRP to inform decision making and achieve equitable outcomes.

- Develop Community Benefits Agreement(s) with the communities to mitigate for any potential adverse impacts to human health and improve multimodal access for communities in or near the project area.
- Commit to robust community engagement throughout all stages of the project, including design, construction, and naming.
- Evaluate and implement equitable outcomes using the performance measures developed by the IBRP Equity Advisory Group (EAG) to measure benefits and impacts to equity priority communities in the SEIS.
- Under the purview of the EAG, implement contracting and workforce strategies that hire and train local minority-owned contractors and small businesses for both short-term and long-term jobs, both in construction and in bridge system operation and maintenance, using strategies that align with regional Construction Careers Pathways Program.
- Work with local health agencies to develop a health impact assessment.

C. TOLLING AND DEMAND MANAGEMENT

To meet Metro Council's climate, safety, mobility, equity and land use goals as identified in the 2018 Regional Transportation Plan and the 2040 Growth Concept, it is essential that variable rate tolling is implemented in conjunction with providing a range of transportation options with the goal of reducing VMT.

- Implement variable rate tolling as soon as legally and practically permissible, in coordination with the Oregon Toll Program (Regional Mobility Pricing Project) in order to manage congestion and prevent diversion impacts, particularly to the I-205 corridor.
- Develop a variable rate tolling program that advances equity and climate goals.
- Develop a low-income program to address potential financial impacts of tolling on low income persons.
- With implementation of tolling, provide and publicize a wide range of alternative transportation options including high capacity light rail transit with good connections to bus rapid transit and other bus lines, and improved bike and pedestrian facilities easily accessible to the project area; in addition, encourage other low-carbon modes of travel such as vanpooling.
- Conduct an investment grade analysis based on projected traffic volumes with tolling.

D. ACTIVE TRANSPORTATION

The project should commit to exceptional bike and pedestrian facilities on the replacement bridge, bridge approaches and throughout the bridge influence area that provide a desirable transportation option that accommodates current and attracts more active transportation users.

- Undertake additional design to provide high-quality, attractive, safe bike and pedestrian facilities across the bridges and connections to transit stops and neighborhoods throughout the bridge influence area.

- Design of active transportation facilities should adhere to ODOT's Blueprint for Urban Design principles.
- Mitigate for bike and pedestrian access impacts caused by construction, ensuring safe routes and connections for those modes are maintained.

E. TRANSIT

Light rail must be included in the infrastructure package that goes to construction, acknowledging that the region may need to address future projected capacity limits of the light rail line. Transit ridership in the project area should be optimized to improve the transit network to meet the region's needs today and into the future.

- In addition to light rail, the project partners will work together to develop and refine all transit options in or near the project area, including connections between light rail, bus rapid transit and bus service to meet the latent demand for transit service in and near the Bridge Influence Area. Particular attention will be paid to access for lower income and disadvantaged groups that rely on transit.
- Optimize bus routing and station locations on both sides of the river to provide excellent bus access to light rail, improve transit ridership and reduce vehicle miles travelled.
- Develop the high-capacity transit terminus in a manner that allows for future potential expansions.

F. BRIDGE DESIGN

The bridge size, type and aesthetics shall be right-sized to fit community needs and reflect regional and local community values and the historic and cultural importance of the Columbia River corridor.

- Limit the design of the bridge to a total of three through lanes and one auxiliary lane in each direction.
- Minimize the width of the shoulders to address needs for transit and emergency use only. Shoulders must not be restriped and/or used to expand travel capacity except during construction or maintenance or for Bus on Shoulder.
- In design, use outcome-based, practical design principles to minimize negative impacts to communities and mitigate for traffic noise on the bridge.
- Design an architecturally attractive bridge that reflects community values and the historical and cultural significance of the bridge within the given legal and engineering constraints.
- Engage the public to inform the aesthetics of the bridge, including artwork and other cultural elements.
- Allow for efficient movement of freight and commerce, especially to and from the Port of Portland and the Port of Vancouver.

G. FINANCING PLAN

After the LPA endorsement, Metro Council expects transparency and agency partnerships in the development of a financial plan that will support the project.

- The IBR project team will provide frequent updates on the IBR financial plan to Metro Council, including an updated Conceptual Financial Plan by the end of 2022, a Financial Plan by March 2023, and a revised cost estimate at 30% design. The Financial Plan shall include all improvements in the BIA, including local improvements.
- In a joint work session with JPACT and Metro Council, the Washington Department of Transportation will provide a presentation on the Cost Estimate Validation Process (CEVP) development,

independent review, assumptions, and use. The IBR project team will provide a presentation on the cost estimate for the project with an overview of risk.

- Develop a financial plan that indicates the level of federal, state and local sources of revenue.
- The financial plan should include assumptions about how funding from variable rate tolling will be used and implemented with the Oregon Toll Program, including an estimate of the duration of bond repayment. An analysis of the application of the Oregon Toll Program's Low Income Toll Study will be included.
- The financial plan must balance revenue generation and demand management, including project capital and operating costs, sources of revenue, and impact to the funds required for other potential expenditures in the region.
- The financial plan shall take into account the maintenance and operations needs of transit.

H. ENGAGEMENT

Continue a robust public engagement process for input to inform the SEIS. Continue to engage the Community Advisory Committee (CAG), EAG and Executive Steering Group (ESG), and demonstrate how committee feedback is incorporated into project efforts, timelines, and milestones. Consider a public bridge-naming process.

As a project partner, Metro Council expects to be involved in:

- 1) Development and completion of the SEIS and all NEPA-related activities.
- 2) Project design, including, but not limited to: examining ways to provide efficient solutions that meet safety, transportation, equity and climate goals, including consistency with Oregon and Washington's statutory reduction goals for GHG emissions.
- 3) Development of tolling policies, revenue allocation, and toll rate-setting for the IBRP
- 4) Development of the Community Benefit Agreement, and
- 5) Development of any public naming/designation process.



I-5 Rose Quarter Project: Values, Outcomes, and Actions

Metro Council's support for the I-5 Rose Quarter Project is contingent on a clear commitment from the Oregon Transportation Commission to the outcomes listed below. This document will guide all Metro decisions and review of future funding requests for the project.

Value: Advancing racial equity and committing to restorative justice

OUTCOMES

- Institutional leadership demonstrates an explicit commitment to restorative justice.
- A community-led visioning process elevates the voices of and benefits historically harmed and marginalized communities.
- Connectivity within neighborhoods and to job centers is increased, air quality and noise are improved, and active, safe, and usable spaces are created in the Albina community.
- Community stability and value are restored and pathways are paved for wealth generation in the Albina community in both the short and long-term.
- The wealth that was taken from the historic Albina community due to the construction of I-5 is recognized and the impacts of development of the Moda Center, Coliseum, and Convention Center are acknowledged.
- Disadvantaged Business Enterprise (DBE) opportunities are maximized at every phase of the construction project to gain jobs and address specific minority contracting needs in Portland.

ACTIONS REQUESTED

- Coordinate with the Albina Vision Community Investment plan (funded by a Metro grant) to take into account the land value created by this project and the urban design features described in the Albina Vision.
- Appoint a landscape design team to inform a community-led decision-making process on highway cover design.
- Set a new standard for State design and contracting practices for local minority-owned contractors and small businesses that incorporates prime-contractor development programs, workforce development opportunities, anti-displacement and restorative community building investment, and wealth creation and land ownership opportunities.
- Establish a committee to oversee implementation of the DBE contracting process.

Value: Increase multi-modal mobility and implement congestion pricing to reduce greenhouse gas emissions

OUTCOMES

- Congestion pricing is implemented as part of the project to both manage transportation demand and traffic, and generate revenue while maximizing limited transportation funding resources
- A more efficient transportation system is achieved that improves traffic flow of the highway and improves and increases multi-modal mobility in the project area.
- Economic growth is enhanced by capitalizing on opportunities for supporting goods movement reliability within the statewide network.



- A complete project that incorporates highway lid designs realizing the vision set forth by the Albina Trust, improving development opportunities in the community, and enhancing connectivity of the local street network, particularly for transit, bicycle, and pedestrian users.
- Air quality is improved and impacts to human health are minimized in the project area, particularly for communities of color disproportionately impacted by air toxins.

ACTIONS REQUESTED

- Synchronize the project timeline with the I-5 tolling program, so that any analysis of traffic and greenhouse gas emission benefits of the project also incorporates pricing strategies for managing traffic.
- Link the project with larger I-5 corridor planning efforts by taking into account the transportation needs of the entire corridor, as well as the potential impacts to people living along the entire I-5 corridor.
- Implement congestion pricing on this segment of I-5 as soon as possible and prior to completing the project.

Value: Engaging stakeholders through a transparent and inclusionary decision-making process

OUTCOMES

- People with diverse backgrounds and expertise are brought together in local community spaces through engagement that is creative, intentional, and fosters community building.
- Engagement efforts reach out to communities to foster a two-way dialogue that demonstrates how those conversations meaningfully inform decision making.
- The process is community-led and supported by a clearly defined governance structure that is responsive to information, feedback, and insight gained through engagement.
- All stages of the process reflect the shared power of the community and local, regional, and state government to influence project decisions and outcomes, ensuring there is consensus on the scope and that the project ultimately meets needs at every scale.
- Communication and collaboration with interagency partners is clear, consistent, and predictable, and there is demonstrated alignment regarding and accountability for project outcomes.

ACTIONS REQUESTED

Additional potential actions requested from ODOT toward furthering this outcome:

- Provide more detail about the roles and expected deliverables of the Community Advisory Committee (CAC) and Executive Steering Committee (ESC), as well as how committee feedback will be incorporated into project timelines and milestones.
- Clearly define how feedback mechanisms will function between the CAC, ESC, participating agencies, ODOT staff, and the Oregon Transportation Commission (OTC).
- Clearly describe to agency partners how the OTC's 11 actions will be incorporated into the project and have timelines synchronized in a way that ensures transparency and accountability.
- Develop a partner agency agreement (e.g., IGA, MOU) that outlines how collaboration will continue as part of a process that incorporates these outcomes, completes these identified actions, and commits to project principles and values.



Values, Outcomes and Actions (VOA):

I-205 Tolling Project and Regional Mobility Pricing Project

Purpose: Clarify the values, outcomes and actions wanted from a statewide congestion pricing program and the initial projects therein.

Background: The Oregon Department of Transportation (ODOT) is developing a Toll Program and the first two congestion pricing projects proposed by ODOT are the Regional Mobility Pricing Project and I-205 Toll Project. Each of these projects are working towards federal approval or milestone decisions by 2024.

In terms of policy framework, the current Regional Transportation Plan (RTP) calls for the use of congestion pricing to manage demand and reduce greenhouse gases. In 2021, Metro Council and Joint Policy Advisory Committee on Transportation (JPACT) adopted the findings and recommendations of Metro's Regional Congestion Pricing Study based on two years of modeling, data analysis and input from an expert panel. Congestion pricing has been shown to address issues of mobility, greenhouse gas emissions, equity, and safety where it has been applied. The success of a project or program is largely based on how it is developed and implemented. JPACT and Metro Council directed Metro staff to incorporate the findings and recommendations from Metro's study into the 2023 RTP.

Metro appreciates the work by our ODOT partners to improve congestion in the Portland Metro region by implementing congestion pricing. In general, Metro Council supports the use of congestion pricing to manage traffic demand and reduce greenhouse gases. However, Metro believes that we need a stronger policy framework and more evaluation of the issues before moving forward. Our regional partners on the JPACT and MPAC committees have been clear that they want to see congestion pricing implemented on I-5 and I-205 as part of a larger long-term plan for system-wide congestion management.

For the purpose of this document, congestion pricing is defined as a strategy that charges drivers for driving on a particular roadway or for driving or parking in a particular area. There are various tools to implement congestion pricing, including tolling (where a road owner charges a fee to drive on a certain roadway, bridge, or corridor) and a road user charge, also referred to as a vehicle miles traveled fee (where drivers pay a fee for every mile they travel).

Below are Metro Council's Values, Outcomes and Actions desired for ODOT's tolling projects, which align with Metro's Regional Transportation Plan and the recommendations in Metro's Regional Congestion Pricing Study.

Value: Reduce Congestion and Manage Demand.

- **Outcome: Integrate the I-205 Tolling project with ODOT's Regional Mobility Pricing Project (RMPP) in terms of timing and approach to develop a comprehensive regional tolling and congestion pricing plan.** A system-wide approach is supported by the findings and recommendations from Metro's Regional Congestion Pricing Study and an Expert Panel Review, and is aligned with the ODOT's Office of Urban Mobility's strategy in the Portland Metro region. The implementation of the I-205 Tolling project should be in sync with ODOT's Regional Mobility

Discussed at Metro Council Work Session on 2/8/22.

Revised draft (2/11/22) based on Metro Council requests

For JPACT discussion on 2/17/22

Pricing Project. State decisions around congestion pricing costs, revenues, and reinvestment decisions should happen at a regional scale and follow regional priorities as pricing programs have benefits and impacts across the region.

Actions

- Integrate the I-205 Toll project into the Regional Mobility Pricing Project so that the system starts at approximately the same time across the region
- Use a consistent and standard approach to setting variable toll rates across the region; including a program for low-income users
- Apply tolling to all lanes of traffic
 - Use data and modeling to manage the system and the demand throughout the system
 - Use data and modeling to identify benefits, impacts, and mitigations at a local and regional level
- Share information on estimated revenues and proposed allocation of revenues, and work with regional partners to develop local oversight of revenue allocation.
- Local oversight over the revenues and an agreement with local jurisdictions on oversight of local projects.

Value: Address Traffic Safety on Local Streets.

- **Outcome: Prioritize safety on local streets by minimizing diversion from the Interstate to local roads.** Based on modeling data, there is a high likelihood that ODOT's I-205 Tolling Project and other ODOT tolling projects could cause substantial diversion from the Interstate system onto local streets owned by the counties and cities. ODOT needs to have a clear plan in place to manage traffic diversion, including coordination with transit agencies to provide robust transit options. In addition, State law HB 3055 makes clear that ODOT is to address safety issues on local streets and that tolling revenues could be used on a wide-range of multi-model projects to create a comprehensive approach to managing traffic diversion.

Actions

- Set aside funds to manage diversion on local streets. State law (HB 3055) allows ODOT to use the revenue from tolling for traffic safety and diversion, and explicitly on roadways that are parallel or adjacent to any interstate highway tolled by the State.
- Identify specific, local projects that will be funded with the tolling revenue along the I-205 corridor and along I-5 as part of the RMMP
- Create a Transit Action Plan for the "impact area" of the tolling projects, coordinating with TriMet and SMART, and identify the specific capital investments in transit that ODOT will make to increase access to transit in the tolling locations
- Use traffic data to continue identifying and mitigating diversion to local streets after tolling projects are implemented.
- Provide transparency in terms of the estimated revenue and proposed allocation of that revenue.

Discussed at Metro Council Work Session on 2/8/22.

Revised draft (2/11/22) based on Metro Council requests

For JPACT discussion on 2/17/22

Value: Reduce Greenhouse Gases.

- **Outcome: Create a pricing system that is truly responsive to travel demand to reduce greenhouse gases.** There is an opportunity to combine the RMPP with the I-205 Toll project to create an efficient, regional system. Congestion pricing has the potential to improve travel times and reduce greenhouse gas emissions, if done correctly and comprehensively. Ongoing monitoring of performance is necessary to adjust and optimize a region-wide program once implemented.

Actions

- Set up operations to manage the I-205 Tolling Program, the RMPP, and variable rate tolling on the I-5 Bridge Replacement project as one comprehensive, dynamic congestion pricing system.
- Measure and monitor vehicle miles travelled on the Interstate and local roadways, taking into account potential and observed diversion caused by tolling.
- Increase multi-modal options; fund with tolling revenue

Value: Address Equity and Reduce Impacts to Low-Income Drivers

- **Outcome: Equity and affordability should be built into the project from the outset.** A tolling project should build equity, safety, and affordability into the project definition so a holistic project that meets the need of the community is developed rather than adding “mitigations” later. Per the recommendation of ODOT’s Equity and Mobility Advisory Committee on Tolling, ODOT should use the tolling revenue to provide travel benefits to low-income users, pay for multi-modal needs in the project area, and minimize harm to Black, Indigenous and People of Color (BIPOC) communities.

Actions

- Use a co-creation process with local communities to make decisions on tolling project goals, toll rates, and revenue allocation.
- When setting up tolling rates, create a special program and/or discounts for low-income users of the transportation system that consider the costs of transportation to users compared to their relative incomes
- When allocating revenues, invest in low-income and BIPOC communities who are disproportionately impacted by the costs of the toll.
- Work with partners to provide toll-free transportation options such as transit
- Conduct modeling, data analysis, and mapping to understand where impacts and benefits are concentrated and use that information to inform where mitigations and discounts should be targeted; in addition, conduct analysis of cost burdens on users compared to travel-time benefits
- Set up a program to diversify the workforce for the toll operation, considering the Construction Career Pathways framework that has been adopted by Metro and other local agencies.

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Exhibit B to Ordinance No. 21-1467

I-205 Toll Project: Commitments for ODOT and Portland Regional Partners

The Project would toll all lanes of I-205 on or near the Abernethy Bridge and Tualatin River Bridge. The Project's purpose is to raise revenue to fund construction of the I-205 Improvements Project and manage congestion between Stafford Road and Oregon Route 213 (OR 213). The PE phase includes completion of environmental analysis under the National Environmental Policy Act (NEPA). The NEPA process for the I-205 Toll Project will analyze the benefits and impacts of tolling on I-205 between Stafford Road and Oregon Route 213 (OR 213), and describe mitigation commitments.

The Oregon Department of Transportation commits to addressing the following items during the NEPA process:

1. Elevating the role of local policymakers and stakeholders by creating a Regional Toll Policy Advisory Committee and clarifying the role for local decision-making.

The charter and by-laws for this committee will outline the process to be used to with impacted local jurisdictions to identify and prioritize projects, programs and services, monitor performance, and make recommendations to the OTC related to ongoing investment decisions. Toll projects and policies will continue to be developed in coordination with regional partners to build an equitable and successful transportation system, for the region and the state.

To accomplish this goal, we commit to the following:

- Supporting the creation of a Regional Toll Policy Advisory Committee (Toll PAC) provide recommendations on key policies and project-level decisions, which include:
 - Addressing impacts to people experiencing low incomes
 - Defining the corridor for net toll revenues
 - Financing plan, strategy, and partnerships needed to advance ODOT's Urban Mobility Strategy
 - Short- and long-term plan for mitigation and monitoring to address neighborhood health and safety impacts from tolling-based diversion
 - Comprehensive strategy for enhanced and increased transit and multimodal transportation options
 - How congestion management is defined and achieved through the RMPP environmental review analysis
- Clarifying the Metro Council and JPACT decision-making role in future toll program development.
- Supporting Equity and Mobility Advisory Committee (EMAC) through toll rate setting to continue their work in recommending equitable steps for ODOT and the OTC.

Timing: February 2022 through 2024.



Exhibit B to Ordinance No. 21-1467

2. Develop diversion impacts and mitigation plan in coordination with the region.

In addition to identifying the needed investments on local roads to address the impacts of diversion, strategies will be developed to address diversion including solutions to address near term impacts to the local roadway system that may have not been anticipated by the NEPA analysis. An accountability structure and diversion monitoring program shall be developed in conjunction with local partners through the Regional Toll Policy Committee.

ODOT is continuing to evaluate the potential for diversion as our planning work continues, and our consultant teams are actively working with Metro modelers and other experts from across the region to ensure we identify potential impacts, propose and adopt appropriate mitigation measures and timelines in our I-205 Toll Project Environmental Assessment (EA).

To provide clarity on the timing of diversion information and address concerns about the short- and long-term plans, we commit to the following:

- Supporting the creation of a Regional Toll Policy Advisory Committee (Toll PAC) provide recommendations on project-level decisions for mitigation, which includes:
 - Review short- and long-term plans for mitigating the impacts of rerouting through the I-205 Toll project and Regional Mobility Pricing Project (RMPP)
 - Development of the monitoring programs for once tolls are in place would consider the following factors:
 - Performance measures to track goals and diversion patterns
 - Accountability structure, especially for local governments and the commitments to equity
 - Plan to work with local communities to address impacts (e.g. needs for incident management support, manage traffic flows, technical support, and financial resources to defray indirect costs)
- The I-205 Toll Project will include the following:
 - Design to prioritize safety on local streets by minimizing diversion to local roads
 - Identify local projects as mitigation
 - Study impacts in 2027
 - Work with local governments and communities to gain input on the plan for, and prioritization of, mitigation investments deal with the impacts that communities, neighborhoods, and residents experience from diversion from a toll on I-205
 - Measure vehicle miles traveled (VMT) on I-205 and local roadways
 - Conduct modeling, data analysis, and mapping to understand impacts and benefits
 - Conduct analysis of cost impacts on users compared to travel-time benefits

Timing: Toll PAC begins in March 2022 and the draft I-205 Toll Project Environmental Analysis is published in June 2022.



Exhibit B to Ordinance No. 21-1467

3. Enhancing the connection between the Regional Mobility Pricing Project and I-205 Toll Project.

During the I-205 Tolling NEPA process, the cost, opportunities and impacts associated with tolling on I-205 and the RMPP will be identified and discussed with regional partners before design activities for the tolling program begin. In addition, Regional Toll Policies will be developed. This will inform the on-going development of a comprehensive regional tolling and congestion pricing plan that ensures that no one part of the system is tolled until the RMPP has been approved or ODOT has developed a plan the region supports.

We need regional commitment and partnership to both accelerate the schedule and fully develop the RMPP system. The I-205 Toll Project with the Regional Mobility Pricing Project (RMPP) should be connected in terms of approach to develop a comprehensive regional tolling and congestion pricing plan.

To accomplish this goal, we agree to the following:

- Every I-205 Toll Project policy decision is a regional toll policy decision.
- Policy decisions outlined on the OTC Roadmap will be vetted through the Toll PAC.
- Public policies for tolling and congestion pricing will be included in both the Oregon Highway Plan and Regional Transportation Plan update processes.
- Through the RMPP environmental analysis, we will work together to design a comprehensive system to manage congestion, address VMT, Greenhouse Gas Emissions (GHG), safety, diversion, and air quality goals, and response to travel demand.
- In late 2023, ODOT will be completing the environmental analysis for RMPP, the I-205 toll rate setting will started but not be finalized. At that time ODOT will solicit a recommendation from the Toll PAC and will need JPACT and Metro Council to adopt the updated RTP and MTIP amendment to proceed. This will be a key check in point with the region on how the I-205 Toll Project and RMPP are being developed as a comprehensive system.
- We plan to set up operations to manage the I-205 Toll Project, the Regional Mobility Pricing Program and variable rate tolling on the Interstate Bridge Replacement Project as one comprehensive, congestion pricing system.

Timing: Congestion pricing/toll policy updates to the Oregon Transportation Plan (OTP) and Regional Transportation Plan updates are planned to occur between early 2022 and mid-late 2022. The assumptions for RMPP environmental analysis are being set in late 2022. The OTP, RTP, and MTIP adoption is planned to occur in late 2023.



Exhibit B to Ordinance No. 21-1467

4. Centering equity in our process and outcomes.

Continue to use the Oregon Toll Program's Equity Framework and support the recommendations from the Equity Mobility Advisory Committee (EMAC) to guide the I-205 Toll Project. In addition, the NEPA process should demonstrate how the pricing system is truly managing to travel demand to reduce greenhouse gases. The Low-Income Toll Report will inform the NEPA process. The NEPA process should also include income-based strategies and revenue projections.

To center equity in the process and outcomes of the I-205 Toll Project and Regional Mobility Pricing Project, and specifically address impacts to people experiencing low incomes, we commit to the following:

- Apply the Oregon Toll Program's Equity Framework to the development of toll projects.
- Support the development of EMAC recommendations through toll rate setting on the RMPP.
- Pursue actions to support the EMAC/OTC Foundation Statements.
- Explore a program to diversify the workforce for the toll operation, considering the Construction Career Pathways framework that has been adopted by Metro and other local agencies.
- To understand impacts to low-income users of the transportation system, evaluate the costs of transportation to users compared to their relative incomes.
- Use a consistent and standard program for low-income users across the region.
- Consider how to address lower-income workers who will not be able to adjust their schedule.
- Include a plan for how to address cost-burdened low income drivers from day one.

Timing: See the EMAC 2022 Game Plan for recommendations and OTC Roadmap for timing of future recommendations. Our plan for how to address impacts to people experiencing low-incomes will be developed with feedback from Metro Council, JPACT, and a recommendation from Toll PAC by September 2022.



Exhibit B to Ordinance No. 21-1467

5. Increasing regional transit and multimodal transportation options.

In coordination with a Transit Multimodal Work Group (TMWG), a Transit and Multimodal Corridor Strategy will be developed to identify and fund priority projects and programs and ensure that reliable, emissions-reducing, and a competitive range of transportation options are provided to advance climate, safety, and mobility goals, and prioritize benefits to Equity Framework¹ communities. The Transit and Multimodal Corridor Strategy will address how priority projects that are ineligible for State Tollway Account revenue or gas tax revenue will be funded, including funding for ongoing operations and capital cost of additional buses, stops, facilities and other transit improvements. The Transit and Multimodal Corridor Strategy will address how ODOT and regional partners will secure and distribute the necessary funding required to implement the Transit and Multimodal Corridor Strategy in coordination with local jurisdictions and transit providers.

Work in coordination with the Transit Multimodal Work Group (TMWG), composed of Portland regional transit and multimodal transportation service providers, to ensure that a reliable, emissions-reducing, and a competitive range of transportation options are provided to advance climate, safety, and mobility goals, and prioritize benefits to Equity Framework communities.

To accomplish this goal, we commit to the following:

- TMWG will help ODOT create a Transit and Multimodal Corridor Strategy for I-205 and I-5 that addresses “impact area” of the tolling projects.
- TMWG will provide a recommendation on how transit and multimodal transportation options are addressed in the toll project environmental analysis documents.
- ODOT will work with the TMWG on interoperability between transit and tolling services.

Timing: The draft I-205 Toll Project Environmental Analysis is planned for June 2022.

¹ As defined by the Oregon Toll Program’s [Equity Framework](#), people experiencing low-income or economic disadvantage; Black, Indigenous, and People of Color (BIPOC); older adults and children; persons who speak non-English languages, especially those with limited English proficiency; persons living with a disability; and other populations and communities historically excluded and underserved by transportation projects.



Exhibit B to Ordinance No. 21-1467

6. Providing the fiscal transparency needed to build trust and understanding.

Through involvement in the NEPA Level Traffic and Revenue Analysis report, local jurisdictions will receive information about the estimated revenues and proposed allocation of revenues, and the financial and toll rate assumptions. This process will inform the discussion and recommendations for revenue allocation before toll setting, and will provide transparency on the financial commitments to each component (equity/transit; local projects; and Urban Mobility Office capital projects).

All groups need to know what fiscal information is available today and when we will know more about the financing plans and revenue assumptions for the I-205 Toll Project, RMPP, and how they fit into the ODOT Urban Mobility Strategy.

To accomplish this goal, we commit to the following:

- Understanding that the schedule for implementing tolls on I-205 is directly linked to the construction schedule for the I-205 Improvements Project.
- Share information what we know today and the plan for when we will know more about estimated toll revenues and allocation.
- Share the I-205 Improvements Project funding plan, including the sources of anticipated revenue and the amount of money that each revenue source will contribute.
- Clarify the allowed uses of tolling dollars on I-205 (what elements of mitigation, transit, and equity can be funded with current tolling model and what cannot?).
- Clarify the financial plan, or timing when it will be available, behind the RMPP and how I-205 fits into the long-term plan for congestion pricing in the region. Also, the financial connections between I-205 improvements, I-205 toll rates, and RMPP.

Timing: The draft I-205 Toll Project Environmental Analysis, which includes a NEPA-level traffic and revenue analysis, will be available in June 2022. The RMPP will have high-level toll rate ranges and revenue estimates as a part of the Planning and Environmental Linkages process, which is being prepared for spring 2022.



April 25, 2022

**Re: I-205 Toll Project Regional Transportation Plan Amendment Letter of Agreement
Clarifying Commitments between Metro and the Oregon Department of Transportation**

This letter outlines the commitments of the Oregon Department of Transportation (ODOT) as it works closely with Metro and regional partners to develop the I-205 Toll Project, which is currently being evaluated under the National Environmental Policy Act (NEPA) process. The I-205 Toll Project would add a variable rate toll on all lanes of Interstate 205 (I-205) between Stafford Road and Oregon Route 213 (OR 213), and the tolls would raise revenue to complete financing for the planned I-205 Improvements Project and manage congestion on this section of I-205.

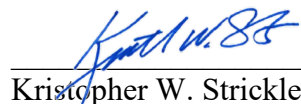
The commitments below reflect considerable input received over the past several months from regional partners, including Metro Council, Joint Policy Advisory Committee on Transportation (JPACT), Transportation Policy Alternatives Committee (TPAC), Metro Technical Advisory Committee (MTAC), and Metro Policy Advisory Committee (MPAC).

- **ODOT will submit the Regional Mobility Pricing Project into the federal Value Pricing Pilot Program (VPPP).** This program provides more flexibility and innovation to manage demand. While the I-205 Tolling project is not going through the VPPP process, it does include demand management and ODOT acknowledges that any tolling project in the region must include funding for diversion mitigation and integrate demand management.
- **Integration of I-205 Tolling with the Regional Mobility Pricing Project (RMPP).** As I-205 tolling proceeds in order to finance critical shared priorities, ODOT will design this project to align with the RMPP. Metro Council, JPACT and MPAC will create congestion pricing policies to include in the 2023 RTP. Concurrently, the Oregon Transportation Commission will be seeking public input on the Oregon Highway Plan (OHP) and Oregon Transportation Plan (OTP), which will incorporate statewide tolling policies. ODOT, Metro Council, JPACT, and MPAC will work collaboratively to align the RTP, OHP, and OTP documents. This will provide a comprehensive framework to incorporate the I-205 tolling project and the RMPP in the context of the larger regional and statewide transportation system. In addition to not starting collection of tolls on I-205 until after the RMPP application has been submitted to FHWA/USDOT under VPPP, ODOT and Metro will work to keep the RMPP application submittal on schedule and will

make reasonable effort to narrow this window even further when opportunities become available.

- **Center Equity in our Process and Outcomes.** ODOT will continue to use the Oregon Toll Program's Equity Framework and support the recommendations from the Equity Mobility Advisory Committee (EMAC) to guide the I-205 Toll Project. Before a toll is assessed, the Project will establish and implement equitable income-based toll strategies as described in HB 3055 Section 162 (2021). A Low Income Toll Report will inform the NEPA process and be submitted to the Oregon legislature in Fall 2022.
- **Monitor diversion and fund projects that address diversion impacts.** As indicated in the amendments made to the 2018 Regional Transportation Plan, ODOT will fund projects to help manage local diversion impacts from the I-205 Tolling project.
- **Local input on the direction of tolling revenue.** While toll policies will be developed for statewide applicability, the only place that ODOT currently plans to toll is in the Portland region. Regional representatives must have a significant, majority voice in any advisory body consulted on tolling revenue allocation. ODOT commits to ensuring a strong local voice in decisions around the allocation of tolling revenue and when and how local projects that address diversion impacts are funded. ODOT will work collaboratively with Metro and JPACT to determine how the regional input is incorporated.
- **ODOT will terminate the collection of tolls upon retirement of bonds associated with the initial tolling of I-205 and costs associated with construction of the I-205 South Corridor Widening and Seismic Improvements Project, if the Regional Mobility Pricing Project, or other regional tolling project, is not implemented.** The Oregon Transportation Commission (OTC), as the tolling authority for state-owned roads in Oregon, will set a rate structure and determine the duration of tolling. However, local governments represented at JPACT, MPAC and the local coordinating committees have expressed their concern about isolated tolling for the I-205 South Corridor Widening and Seismic Improvements Project continuing in perpetuity if the Regional Mobility Pricing Project (RMPP), or other regional tolling project, does not come to fruition.

Given that the shared understanding of the congestion pricing projects can result in transportation, climate, equity and financial benefits, ODOT and Metro agree to support ongoing and timely development of the I-205 Toll Project, incorporating continued local input throughout the process.


 Kristopher W. Strickler
 Director, Oregon Dept. of Transportation

4/25/2022
 Date


 Lynn Peterson
 President, Metro Council

4/27/2022
 Date



**Attachment 2 to
Part 1 to Exhibit C to Ordinance No. 23-1496**

ODOT Projects Adopted in 2024-27 MTIP and 2024-27 STIP with RTP ID 12095

9/25/23

MTIP Investment Category	ODOT Key Number	RTP ID	Project Name	Description	Cost (2024-27 totals in year of expenditure dollars)
Roads and Bridges	22906	12095	Portland Metro and Surrounding Area Safety Construction	Construction funding for safety (ARTS) projects	\$5,821,350
TSMO	22421	12095	Cornelius Pass Hwy: US 26 to US30 ITS Improvements	On Cornelius Pass Hwy complete various safety and ITS improvements such as upgrade and install signing striping and signal equipment as well as install new ITS devices such as cameras and variable message signs for improved traveler safety.	\$4,673,000
Pedestrian	22431	12095	OR 141/OR217 Curb Ramps	At various location on OR 141 (Hall Blvd) and SW 72nd Ave in the Tigard area construct ADA compliant curbs and ramps.	\$7,518,278
TSMO	21606	12095	OR 224 at SE Monroe St	Full signal upgrade to replace the signal that is outdated and intersection modifications to increase safety for pedestrians and cyclists.	\$3,077,537
Pedestrian	22435	12095	OR 47/OR8/US30 Curb Ramps	Construct to American Disabilities Act (ADA) standards curbs and ramps at multiple locations along OR47 OR8 and US30 to reduce mobility barriers and make state highways more accessible to disabled persons.	\$8,854,171
Pedestrian	21608	12095	OR 8 at Armco Ave Main St and A&B Row	Full signal rebuild and sidewalk installations at the Main St intersection. Install flashing lights at the other intersections to increase safety at these locations.	\$4,516,645
Roads and Bridges	22827	12095	92nd Ave E Burnside St and N Basin Ave (Portland)	Signal and lighting upgrades with curb extensions to improve visibility and safety at the intersections of SE 92nd Ave at SE Division St E Burnside at 122nd and 148th Ave N Basin St at Emerson St.	\$3,656,000
	20304	12095	City of Portland Safety Project	Work may include intersection improvements upgrade to ADA; utility relocation; signal work; medians; traffic seperators; striping; signing; warnings and other safety improvements. (ARTS PGB)	\$5,821,350
TSMO	21607	12095	OR 213 at NE Glisan St and NE Davis St	Upgrade the signal at the Glisan St intersection and modify the Davis St intersection to increase safety.	\$4,052,477
Roads and Bridges	23112	12095	OR 213: 82nd Ave Improvements	Funding for upgrades to road elements using safety bike ped operations and preservation funds for improvements for all modes of travel.	\$13,400,000
Roads and Bridges	21629	12095	SE Division St: 148th Ave - 174th Ave (Portland)	Convert existing two-way left turn lane to a raised median to improve safety on this section.	\$2,113,472
Roads and Bridges	22826	12095	NE Cornell Rd at 17th Ave and 21st Ave	Restrict the 17th Ave intersection to right in right out only and Install a signal at the 21st Ave intersection. Install streetlights at both locations.	\$2,314,000
				Total in year-of-expenditure dollars	\$65,818,280

This list includes projects with a cost of \$2 million or greater in year-of-expenditure dollars.

Exhibit C (Part 2) to Ordinance No. 23-1496

MPAC Recommendation to Metro Council on Consent Items

(comments received 7/10/23 to 8/25/23)

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 <i>if applicable</i>	Project Name <i>if applicable</i>	Comment proposes a change? (Y/N)	Summary of Comment and Proposed Change Identified in Comment (changes shown in bold-strikeout and <u>underscore</u>)	MPAC 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, the working group of partners developed 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, for instance, although that framework did influence the overall vision. On specific corridors of concer: 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 will be identified in the forthcoming corridor-specific matrix and will be 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 corridorbecause the region already received funding and needs a very strong case for how additional funding could support more ridership and why the region is 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
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

Exhibit C (Part 2) to Ordinance No. 23-1496
MPAC Recommendation to Metro Council on Consent Items
(comments received 7/10/23 to 8/25/23)

October 25, 2023

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>)	MPAC 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)
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.	<p>No changes recommended. While the share of regional jobs accessible by transit (within 45 minutes during peak hours) is low (7%), 64% of jobs were located within walking distance of a frequent transit station. The COVID-19 pandemic has reduced the central city's role and travel draw, but it is still a major center and travel destination. We've seen other centers increase in relative travel draw during this period, to a level closer to that of the central city. We also saw travel patterns change. While many more people stayed working from home, many trips to destinations besides work (e.g., services, commerce, restaurants, medical) via transit held steady. Further, we are seeing travel patterns continue to change - many people are back in the office a few days a week with more flexibility around hours that has shifted peak travel times. Ridership during the pandemic also declined the least on routes/corridors serving retail and service sector jobs and lower-income areas and areas with households with limited access to personal vehicles. Ridership is still down (about 30%) and the 2023 RTP makes more modest assumptions about ridership due to that (including that 10-30% of riders have not returned in 2025). However, ridership is anticipated to increase as service fully recovers and increases with implementation of Forward Together which also responds to changing travel patterns to increase efficiency as well as other factors (e.g., growth, transit-supportive actions, additional investment through the 2023 RTP project list).</p> <p>The 2023 RTP base year (2020) has about 82,000 jobs in the central city central business district and then an additional 75,000 jobs within the central city but outside the CBD and this number is expected to increase by 13% by 2045 to add another 30,000 jobs. So in short, the central city is still an important center for jobs and commerce. However, so are regional centers and reflecting that and enhancing key connections to these growing hubs was a key part of updates in TriMet's Forward Together service concept as well as the High Capacity Transit Strategy. High capacity transit plays an important role in connecting growing major travel centers and needs a higher level of capital investment to achieve the capacity for serving the higher number of trips along these corridors, as well as to provide comfort, convenience similar to driving to encourage mode shift. These are also important collaborative regional projects to transform corridors into transit-supportive environments. The High Capacity Transit Strategy reaffirms a regional commitment to improving high capacity transit service along the Beaverton to Wilsonville major travel corridor, which could include improvements to WES and/or complementary service via another mode. The strategy also affirms that additional study is needed given the unique opportunities and challenges for this corridor to identify the right solution. The High Capacity Transit Strategy does focus on connections to centers outside of the central city to move away from the hub and spoke system focused on the central city, to creating broader, more gridded connections between other regional and town centers in areas across the region (as identified in the 2040 Growth Concept). As mentioned previously, TriMet's Forward Together service concept shifts service emphasis from the central city to more of these centers of jobs and commerce elsewhere in the region.</p>	N	C

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											The Connecting First and Last Mile Study outlined in Section 8.2.3.3 will expand on work done by partners to create a policy framework and strategy for microtransit and other local transit solutions in the region. TriMet already provides the Honored Citizen discount hop pass program which both provides reduced fare and allows for collecting of ridership information. This is supported by Transit Policy 11 in the RTP which encourages additional actions making transit affordable to those with low incomes. Metro's transit-oriented development projects opening between just between January 2021 and June 2022 will generate 260,325 additional transit trips annually. Each year, over 1.65 million more travel trips are made by transit, rather than by car, as a result of TOD program supported projects. TOD projects increase the supply of housing in areas with lower commuting costs. As needs in the region have changed, the large majority of new TOD supported projects now include affordable units. Projects opening this period provided 866 housing units, including 788 regulated affordable units. To date, the TOD program has supported construction of approximately 6,281 housing units. Of these, approximately 2,677 are set aside for households earning 60% or less than the area medium income. This comment has also been forwarded to TriMet for consideration.		
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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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 including transit priority, 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: The level of amenities vary depending on the type of transit project or corridor project.	Amend HCT strategy page 49 to add a call-out box as follows: "High capacity transit provides substantial benefits to riders, in the form of increased service, higher capacity vehicles, enhanced amenities, specific branding, and other features. Traditionally, these types of investments have included important and also substantial corridor-wide investments in cycling and walking facilities, lighting and safety enhancements, and overall infrastructure upgrades (e.g., pavement, sidewalk replacement, stormwater, signals). While these provide a greatly-improved corridor when complete, these projects are very costly (at and often beyond the funding limits of a Small Starts or New Starts grant) and some corridor upgrades can be tangential to the purpose and need of the core transit project investments. These trade-offs and considerations are not unique to greater Portland. Other regions and agencies nationally have grappled with the same opportunities and challenges and pursued innovative and/or more nimble, flexible and less costly approaches to implementing a rapid bus network. Examples include pursuing projects more focused on transit investments (within the funding limits of a Small Starts grant) and or engaging in planning a rapid bus system that allows more corridors to move through project development at the same time. The 2023 Regional Transportation Plan outlines future work on a Bus Rapid Transit Implementation Plan that will advance the High Capacity Transit Strategy to consider how to best apply these types of strategies and implement Frequent Express investments within the framework of the high capacity transit vision to serve our region's goals."	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 remains a priority.	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

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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	Amend second sentence in call-out box as follows: “Additional community priorities are focused on making high capacity transit for <u>faster and more</u> comfortable 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; projects delivered with Small Starts grants will <u>need to be more focused on transit investments.</u> ”	Amend HCT strategy page 49 to add a call-out box as follows: " <u>High capacity transit provides substantial benefits to riders, in the form of increased service, higher capacity vehicles, enhanced amenities, specific branding, and other features. Traditionally, these types of investments have included important and also substantial corridor-wide investments in cycling and walking facilities, lighting and safety enhancements, and overall infrastructure upgrades (e.g., pavement, sidewalk replacement, stormwater, signals). While these provide a greatly-improved corridor when complete, these projects are very costly (at and often beyond the funding limits of a Small Starts or New Starts grant) and some corridor upgrades can be tangential to the purpose and need of the core transit project investments.</u> <p><u>These trade-offs and considerations are not unique to greater Portland. Other regions and agencies nationally have grappled with the same opportunities and challenges and pursued innovative and/or more nimble, flexible and less costly approaches to implementing a rapid bus network. Examples include pursuing projects more focused on transit investments (within the funding limits of a Small Starts grant) and or engaging in planning a rapid bus system that allows more corridors to move through project development at the same time. The 2023 Regional Transportation Plan outlines future work on a Bus Rapid Transit Implementation Plan that will advance the High Capacity Transit Strategy to consider how to best apply these types of strategies and implement Frequent Express investments within the framework of the high capacity transit vision to serve our region's goals.</u>"</p>	Y	C
19	O'Brien	Tara	TriMet	Email	8/22/2023	HCT Strategy			Y	Add table title and text below table: <u>These elements are 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

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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 larger projects with exclusive transit guideways , 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."	Amend HCT strategy page 49 to add a call-out box as follows: " <u>High capacity transit provides substantial benefits to riders, in the form of increased service, higher capacity vehicles, enhanced amenities, specific branding, and other features. Traditionally, these types of investments have included important and also substantial corridor-wide investments in cycling and walking facilities, lighting and safety enhancements, and overall infrastructure upgrades (e.g., pavement, sidewalk replacement, stormwater, signals). While these provide a greatly-improved corridor when complete, these projects are very costly (at and often beyond the funding limits of a New Starts grant) and some corridor upgrades can be tangential to the purpose and need of the core high capacity investments.</u> <u>These trade-offs and considerations are not unique to greater Portland. Other regions and agencies nationally have grappled with the same opportunities and challenges and pursued innovative and/or more nimble, flexible and less costly approaches to implementing a rapid bus network. Examples include pursuing projects more focused on transit investments (within the funding limits of a Small Starts grant) and or engaging in planning a rapid bus system that allows more corridors to move through project development at the same time. The 2023 Regional Transportation Plan outlines future work on a Bus Rapid Transit Implementation Plan that will advance the High Capacity Transit Strategy to consider how these types of strategies could be applied and the role they could play as part of a broader approach for implementing Frequent Express investments within the framework of the high capacity transit vision to serve our region's goals.</u> "	Y	C

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22	O'Brien	Tara	TriMet	Email	8/22/2023	HCT Strategy			Y	Amend as follows: "Commitment to corridor: <u>larger projects</u> with exclusive transit <u>guideways</u> delivers economic potential to entire corridors, and local jurisdictions should be ready..."	Amend HCT strategy page 49 to add a call-out box as follows: " <u>High capacity transit provides substantial benefits to riders, in the form of increased service, higher capacity vehicles, enhanced amenities, specific branding, and other features. Traditionally, these types of investments have included important and also substantial corridor-wide investments in cycling and walking facilities, lighting and safety enhancements, and overall infrastructure upgrades (e.g., pavement, sidewalk replacement, stormwater, signals). While these provide a greatly-improved corridor when complete, these projects are very costly (at and often beyond the funding limits of a New Starts grant) and some corridor upgrades can be tangential to the purpose and need of the core high capacity investments.</u> <u>These trade-offs and considerations are not unique to greater Portland. Other regions and agencies nationally have grappled with the same opportunities and challenges and pursued innovative and/or more nimble, flexible and less costly approaches to implementing a rapid bus network. Examples include pursuing projects more focused on transit investments (within the funding limits of a Small Starts grant) and or engaging in planning a rapid bus system that allows more corridors to move through project development at the same time. The 2023 Regional Transportation Plan outlines future work on a Bus Rapid Transit Implementation Plan that will advance the High Capacity Transit Strategy to consider how these types of strategies could be applied and the role they could play as part of a broader approach for implementing Frequent Express investments within the framework of the high capacity transit vision to serve our region's goals."</u>	Y	C
23	O'Brien	Tara	TriMet	Email	8/22/2023	HCT Strategy			Y	Amend as follows: "However, <u>large-scale</u> HCT investments can incentivize redevelopment of property along project corridors and have historically been one of several contributors to ongoing land value and rent increases."	Amend HCT strategy page 49 to add a call-out box as follows: " <u>High capacity transit provides substantial benefits to riders, in the form of increased service, higher capacity vehicles, enhanced amenities, specific branding, and other features. Traditionally, these types of investments have included important and also substantial corridor-wide investments in cycling and walking facilities, lighting and safety enhancements, and overall infrastructure upgrades (e.g., pavement, sidewalk replacement, stormwater, signals). While these provide a greatly-improved corridor when complete, these projects are very costly (at and often beyond the funding limits of a New Starts grant) and some corridor upgrades can be tangential to the purpose and need of the core high capacity investments.</u> <u>These trade-offs and considerations are not unique to greater Portland. Other regions and agencies nationally have grappled with the same opportunities and challenges and pursued innovative and/or more nimble, flexible and less costly approaches to implementing a rapid bus network. Examples include pursuing projects more focused on transit investments (within the funding limits of a Small Starts grant) and or engaging in planning a rapid bus system that allows more corridors to move through project development at the same time. The 2023 Regional Transportation Plan outlines future work on a Bus Rapid Transit Implementation Plan that will advance the High Capacity Transit Strategy to consider how these types of strategies could be applied and the role they could play as part of a broader approach for implementing Frequent Express investments within the framework of the high capacity transit vision to serve our region's goals."</u>	Y	C

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24	O'Brien	Tara	TriMet	Email	8/22/2023	HCT Strategy			Y	Amend the first sentence of the first section as follows: “ <u>For larger projects with exclusive transit guideways, 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.</u> ”	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
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 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

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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
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

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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

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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.	No change recommended. The High Capacity Transit Strategy policy framework builds from the 2040 Growth Concept corridors to identify major travelsheds and then identify among those planned for future frequent transit, which show need to be taken to the next level. The Lake Oswego to Tualatin corridor is not one identified in these plans as a major regional travel corridor as demand has not yet reached that level. However, high capacity transit is planned on the mobility corridors/major arterials identified from Lake Oswego to Tigard (C4) and then Tigard to Tualatin (C3) to create this connection. The work done by the 2040 refresh will take a fresh look at major mobility corridors and then the 2028 RTP update will incorporate any related adjustments in consideration with the Access to Transit study work as well.	N	C
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

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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: 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 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 (compared to hundred thousangs 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 is not providing a high concentration of transit locations for	N	C
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.	No change recommended. The High Capacity Transit Strategy policy framework builds from the 2040 Growth Concept corridors to identify major travelsheds and then identify among those planned for future frequent transit, which show need to be taken to the next level. The Hillsboro to Sherwood corridor is not one identified in these plans as a major regional travel corridor, nor is there a continuous major arterial planned north-south as while growth is occuring it is not yet at that level of need. However, high capacity transit is planned on the mobility corridors/major arterials identified from Hillsboro to Beaverton (TV Highway) and then Beaverton to Tigard (WES/Hall Blvd) and Tigard to Sherwood (Hwy 99). The work done by the 2040 refresh will take a fresh look at major mobility corridors and then the 2028 RTP update will incorporate any related adjustments in consideration with the Access to Transit study work as well.	N	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

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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 thenimportance 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 alignmen paralell 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?	No change recommended. In line with the High Capacity Transit Strategy policy framework Corridor C22S PCC Sylvania to Downtown Portland via Capitol Hwy provides a more direct connection to the college campus and is an alternative to the shuttle connections planned as part of Southwest Corridor. Even with Southwest Corridor, due to the school the demand projected for this corridor is high and higher than Tier 3 and 4 corridors. Additionally, there is already a bus priority lane pilot along this corridor. This connection does need further study along with Southwest Corridor as far as feasibility and phasing and will be reconsidered with regional discussion again in the 2028 Regional Transportation Plan.	N	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.	<p>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).</p> <p>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.</p> <p>Two connections to Vancouver's growing rapid bus system (Mill Plain, 4th Plain, OR 99W) 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).</p>	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.	<p>Amend page 29 of the High Capacity Transit Strategy following Figure 13 as follows: "<u>As illustrated by the transit spectrum shown in Figure 13, high capacity is a critical tool but also one of many other tools used providing a complete transit system. The Regional Transportation Plan transit network provides the broader vision where local transit significantly expands system coverage, frequent bus runs on most arterial streets, better bus improves key congested corridors and high capacity transit supports travel on major corridors. It is important that the different modes in the network work together to connect regional destinations to get people where they need to go, such as underlying or interconnecting buses that provide access to areas without a stop on the high capacity route and shuttles and streetcars that provide first/last mile connections that increase access to the high capacity network. See page 47 for more information on future regional work around first and last mile connections.</u>"</p>	N	C
51	Shepley	David	Community member	Online Comment Form	7/22/2023	HCT Strategy			N	No change proposed. Expressed support for corridor C17S Oregon City to Downtown Portland via Hwy 43 within the High Capacity Transit Strategy network vision.	No change recommended. Corridor C17S 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

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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.	No change recommended. There is a definition of high capacity transit on page G-16 of the 2023 Regional Transportation Plan Glossary that provides more information on the capacity level by mode. Additionally, Figure 3-28 on page 3-109 provides relative information on level of capacity by high capacity transit mode and the supportive density required. Further, the description under Transit Policy 7 on page 3-115 provides more information on the elements that make transit high capacity which include a mix of vehicle size, frequency, service span, roadway priority and station and vehicle efficiency improvements. These are also described in more detail in the High Capacity Transit Strategy which also notes while streetcar and commuter rail contain many of these elements, there are additional improvements needed to make these modes truly high capacity (e.g., frequency, span, speed). Together, this framework identifies that to be high capacity in its highest form, transit must have a larger vehicle than a standard bus to hold more people, strive for better frequencies than 15 minutes (ideally 10 or less), have a schedule operating most of the day (no not just people throughput per hour but per day), have as much priority as possible (ideally fully dedicated space to run) and more efficient, comfortable, convenient stations. While together this is the goal, there is some flexibility to allow for context-sensitive implementation and flexibility for retrofits, particularly within the different definitions established by the Federal Transit Administration.	N	C
56	Perez	Judith	Southwest Washington RTC	Letter	8/25/2023	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 bi-state coordination will occur as the High Capacity Transit Strategy is implemented following the adoption of the 2023 RTP and as part of future RTP updates and updates to the Clark County High Capacity Transit Strategy.	N	C
57	Perez	Judith	Southwest Washington RTC	Letter	8/25/2023	RTP Chapter 3			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.	Amend Chapter 3, page 3-58, to state "Ongoing bi-state coordination and cooperation between Metro, the Southwest Regional Transportation Council (SW RTC) and local, regional and state partners will inform future mobility policy implementation, performance monitoring and investment decisions for the I-5 and I-205 bridge areas as they cross the Columbia River."	Y	C

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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 asses 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 (decribed 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 language to a technical appendix of the RTP to describe the exemption, screening and enhanced review process described in the requested Chapter 3 edits to pages 3-92 to 3-94.	Amend as requested.	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.	Y	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.	No change recommended. No change proposed. Comment noted.	N	C

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62	Scipioni	Ariana	Oregon Department of Fish and Wildlife	Letter	8/25/2023	RTP Appendix F			Y	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	Amend as follows. Add in the following statute or administrative rule. 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	Y	C
63	Scipioni	Ariana	Oregon Department of Fish and Wildlife	Letter	8/25/2023	RTP Appendix F			Y	Requests that the application for a transportation project 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.	Amend as follows. Add the following to Appendix F as a description of process and best practice that should be followed: " <u>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.</u> <u>The Oregon Department of Fish and Wildlife recommends applicants initiate mitigation planning early within the permitting effort. For project impacts that cannot be avoided, the ODFW 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.</u> "	Y	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.	Amend as follows. Add the following information to Appendix F: " <u>All in-water work should 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.</u> "	Y	C
65	Scipioni	Ariana	Oregon Department of Fish and Wildlife	Letter	8/25/2023	RTP Appendix F			Y	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).	Amend as requested.	Y	C

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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.”	Amend as requested.	Y	C
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 <u>Columbia River Gorge National Scenic Area Act</u> to the law/rgulation/perm 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 Elia	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

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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 Objective 4.5: <u>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, "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."	Y	C
75	Ford	Chris	ODOT Region 1	Letter	8/4/23	RTP Chapter 2			Y	Add new objective to Goal 2 as follows, "Objective 2.3: <u>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, "Objective 2.3: Maintain or bring facilities for all modes up to a state of good repair."	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, " 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. 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. "	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
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. See also Comment #345.	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. See also Comment #345.	N	C

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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
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

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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 thr 4-hour threshold, including the US 26 tunnel.	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). 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.	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 transportaion projects to enable reasonably safe travel for all users, prioritizes projects in under-resourced communiees, creates a process for equitable and inclusive community engagement on all phases of implementaton, and monitors and reports on progress.	No change recommended. The RTP includes comprehensive complete streets and other policies that require transportaion projects to enable reasonably safe travel for all users, prioritizes projects in under-resourced communiees, and creates a process for equitable and inclusive community engagement on all phases of implementaton. Monitoring and reporting on progress occurs through the MTIP and RTP preformance assessments.	N	C

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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</u> 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 <u>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.	No change recommended. This request is inconsistent with the Transportation Planning Rule (TPR). TPR Section 0160 requires the 2023 RTP to meet per capita vehicle miles traveled reduction targets and updates to local transportation system plans (TSPs) must demonstrate they do not increase VMT per capita from the base year of the TSP if implemented.	N	C
102	Bubenik	Frank	City of Tualatin	Letter	8/24/2023	RTP Chapter 3			N	Comments that the symbol used to denote the equity vision does not include a car, while driving is the most used mode, and that equity populations are disproportionately affected by congestion and safety issues stemming from congestion, and would be disproportionately affected by tolls. Expresses concern that a number of the proposed policies would have consequences that would work against equity goals by increasing the time and the expense to get to jobs, school, medical care and other essential services for equity populations.	No change recommended. No change proposed. Comment noted.	N	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.	N	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.	No change recommended. The definition of equity in the regional mobility policy is consistent with and supports transportation equity policies and actions defined in Chapter 3 of the RTP. The regional transportation system should support access to opportunities for everyone, not just people in motor vehicles. People of color, people with low incomes, youth, older adults, people living with disabilities and other marginalized and underserved communities have often experienced disproportionately negative impacts from transportation infrastructure as well as disparities in access to safe and affordable multimodal travel options. Addressing these disparities is a priority for Metro and ODOT as we plan for and invest in the regional transportation system.	N	C

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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.	No change recommended. The mobility policy more comprehensively defines efficiency of transportation system to include reliability of the region's throughways as well as more efficient use of the transportation system meaning that trips are shorter and can be completed by more travel modes, reducing space and resources dedicated to transportation. Efficiency can be improved by shortening travel distances between destinations. Shorter travel distances to destinations enhance the viability of using other and more efficient modes of transportation than the automobile and preserves roadway capacity for transit, freight, and goods movement by truck and for longer trips. Efficiently using land and planning for key destinations in proximity to the where people live and work, contributes to shorter trip lengths. The transportation efficiency of existing and proposed land use patterns and transportation systems can be measured by looking at “vehicle miles traveled (VMT) per capita” for home-based trips. The mobility policy for the Throughway system is used to identify needs while developing transportation system plans. ODOT manages the freeway system for longer distance interstate, statewide and regional trips through use of many tools such as ramp metering and other transportation system management and operations strategies, demand management, including roadway pricing, and by adding lanes where the three through-lanes are not yet constructed and auxiliary lanes.	N	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 publictransport, in the future are Hybrid or NO-Carbon Emissions in Urban Greater Portland-Metro Geographic Area.	No change recommended. No change proposed. Comment noted.	N	C
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, " <u>This measure is used to identify 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, 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

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(comments received 7/10/23 to 8/25/23)

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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, " <u>Additional</u> <u>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.</u> "	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 <u>through traffic</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. 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 <u>through traffic</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 <u>typically add additional motor vehicle capacity for the purpose of serving shorter, more local trips and allowing through lanes to serve longer, regional trips.</u> Auxiliary lanes can be used to keep regional trips on the <u>throughway system.</u> These system-to-system interchange connections <u>currently exist on I-5 between OR-217 and I-205.</u> The intention is not to "add capacity" to the <u>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.</u> " 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

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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, " Analysis Enhanced review of throughway and auxiliary lanes - <u>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
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 recommendations on Comments #108 to #115.	Y	C
117	Iannarone	Sarah	The Street Trust	Letter	8/25/2023	RTP Chapter 3			N	Expressed support to retain the following polcies 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.	N	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.	Amend the description of Transit Policy 1 in the 1st paragraph on page 3-110 as follows: "It also means taking advantage of the growth in personal technology to efficiently communicate information about transit options and leverage electronic, integrated ticketing systems. This could <u>include supporting use of mobile apps and services by providing wifi and/or charging ports on buses and trains or at stops and stations.</u> "	Y	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.	No change recommended. This comment will be considered as part of scoping the next RTP update.	N	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

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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 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
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.	No change recommended. The RTP contains a separate safety policy and supporting actions. The mobility policy related to safety is intended to support the broader RTP safety policies and actions.	N	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.	No change recommended. The RTP contains a separate safety policy and supporting actions and performance measuresand targets. The mobility policy related to safety is intended to support the broader RTP safety policies, actions and targets. System completeness by travel mode is useful in identifying needs and investments that completes gaps that could enhance safety and comfort. The VMT/capita measure also supports safety goals because areas with low VMT generation rates typically have less frequent and less severe collisions. The travel speed and duration threshold in the mobility policy applies to ODOT limited access throughways (e.g., I-84, I-205, US 26) and some throughways with traffic signals. The travel speed measure does not apply to arterial streets in the region. Further review of the speed and duration threshold for throughways with traffic signals will occur following the RTP update in coordination with the update to the Oregon Highway Plan that is planned for 2023-2024.	N	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 a part of the policy development in meaningful and quantitative ways.	No change recommended. The update of the Regional Transportation Functional Plan, as described in Section 8.2.3.11 in Chapter 8, will include development of guidance on implementing the Mobility Policy. The updated mobility policy is intended to comprehensively focus on completing all parts of the transportation system including completing walking, biking gaps, transit, TSMO, TDM and motor vehicle gaps, ensuring connected modal networks between modes. In addition, recent Metro staff discussions with ODOT and DLCDC 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
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 member	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 member	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, <u>though not nearly enough to meet the ridership and climate change mitigation goals identified in the RTP.</u> "	Amend as follows: "With the passing <u>passage</u> of House Bill 2017, the Oregon Legislature identified transit improvements and service expansion as a priority for the state. With this additional providing funding, the region will be able to significantly increase and expand transit service, <u>though not at levels needed to meet the ridership and climate change mitigation goals identified in the RTP.</u> "	Y	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."	Amend as requested.	Y	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.	No change recommended. The word "complete" was chosen to be consistent with a similar policy for the motore vehicle network.	N	C

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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>	No change recommended. This same change was suggested earlier in the year in TPAC's review of the Chapter 3 transportation policies. However, as discussed in the HCT Strategy working group, the language “equitably prioritizes” was highly supported in other comments like this one that illustrate its need: “Past policy decisions have deprioritized infrastructure investments and transit improvements in equity communities resulting in greater need today. To build a transit system that truly serves everyone, the region needs to prioritize projects that actively correct and compensate for the imbalances that already exist.”	N	C
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 with a three to one ratio.	No change recommended. Developing the type of regulations proposed by the commentor would take significant stakeholder engagement. There are policies in the RTP, and requirements in the Regional Transportation Functional Plan and the Urban Growth Management Functional Plan developed over years of engagement with the public and local and state agencies to protect and restore the environment. These policies and requirements reflect compromise and trade-offs.	N	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 an Action Vision Plan may be needed to summarize the detail in the RTP.	Amend as follows. Review Chapter 3 and look for opportunitites 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

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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 ¼ 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
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 decribes infrastructure investment strategies not funding strategies; do not recommend adding reference to “stable O&M funding.”	Y	C

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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
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

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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 thoroughways (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
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, infering 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

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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 pages 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 2023-2024. 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. Further, system completeness is a critical part of the local and regional transportation system to ensure equitable access to safe, reliable and affordable multimodal travel options to help achieve mobility, climate and safety goals in the RTP.	N	C
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. The research and findings developed will be included in a new Appendix of the RTP. In addition, further review of the speed and duration threshold for throughways with traffic signals will occur following the RTP update in coordination with the update to the Oregon Highway Plan that is planned for 2023-2024.	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

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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 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 DLCDD 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
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

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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 and #9.	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: Meet state, regional, and local climate goals <u>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, <u>technical</u> 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 Tualitan-Sherwood Road (parallel to Boones Ferry Road) so that it is more visable.	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 Figue 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. Comment noted.	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. Comment noted.	N	C
179	Sauvie	Nick	ROSE Community Development	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.	No change recommended. No change proposed. Comment noted.	N	C

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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,	No change recommended. The Regional Bicycle Network map (fig.3-35) displays trail alignments that have been vetted through local plans and the Regional Trails System map updates. The map reflects input from local jurisdictions. This comment has been forwarded to Metro regional trails planning staff and relevant local jurisdictions for consideration in future updates to local transportation system plans, local trails plans and the Regional Trails System map.	N	C
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.	No change recommended. The project team explored people throughput but found that the methodology was not mature enough to be forecasted for future conditions, a vital component of system planning. Similarly accessibility measures also show promise in identifying how the mix of land use and transportation interact. Planners often use accessibility by multiple modes in system planning. However, accessibility measures do not readily lend themselves to identifying facility needs. Documentation of the full range of measures considered and not carried forward is available on the project website at oregonmetro.gov/mobility.	N	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.	No change recommended. Parking pricing is addressed in Climate Policy 7.	N	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.	Amend as requested.	Y	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

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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.	N	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
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.	No change recommended. Note that Section 3.2.5.1 is not a Policy; it is an informational section titled "Best practices for revenue reinvestment." The previous section, 3.2.5, includes language describing the general objectives of pricing: "Transportation pricing is the use of a pricing mechanism, such as tolls or parking fees, to reduce traffic congestion and greenhouse gas emissions, encourage a shift to travel via different modes, a different route, or a different time of day, and raise revenue for transportation investments and mitigation for impacts resulting from pricing."	N	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 recommneded. 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.	See recommendation for Policy Topic #2 (Pricing Policy Implementation).	TBD	D
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

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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
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

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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 describe 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
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.	See recommendation for Policy Topic #1 (Investment Emphasis).	Y	C

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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. As noted in Comments #113 and #394, 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. The current language anticipates these projects being evaluated in local TSPs consistent with Section 0830 of the Transportation Planning Rule. Section 0830 requires an enhanced review of the impacts of specific projects that add capacity. In addition, projects adopted in past plans are subject to future planning and project development and are not grandfathered in or guaranteed to be constructed. Each TSP update reconsiders transportation needs and priorities, and project lists are adjusted accordingly to reflect changes to revenues anticipated to be available, more in-depth understanding of the potential impacts of the project as it goes through the project development process and other considerations.	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.	N	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.	Update Chapter 8 to include work to continue to improve equity analysis tools and methods in advance of the 2028 RTP update. See also recommendation to Policy Topic 1 (Investment Emphasis - Project Mix and Timing). 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.	Y	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 DARTE (cited in the comment), and discuss the potential impact of these trends on RTP achieving climate targets.	Y	C

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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
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 destintaions <u>destinations</u> ." See response to Comment 184 for recommended changes re: describing agency progress in filling gaps identified in chapter 4.	Y	C

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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 current <u>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.	Amend as requested. 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
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

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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
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.	Update Chapter 8 to include work to continue to improve equity analysis tools and methods in advance of the 2028 RTP update. See also recommendation to Policy Topic 1 (Investment Emphasis - Project Mix and Timing). 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.	Y	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

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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 transporation 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
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 destrubuted equitably between EFAs and non-EFAs.	No change recommended. Table 4.5 (which is in the Mobility subsection) does not break out accessibilty 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.	Amend as follows. Include reference to vehicle size and weight in Chapter 8 under the Safe Streets for All project and as a topic in future funding discussions.	Y	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 <u>4.2</u> focuses on the on-street bike/ped network."	Y	C

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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
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.	Update Chapter 8 to identify work to continue to advance Metro's equity analysis methods and tools to both inform investment priorities and potential impacts on marginalized communities, including economic impacts. 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. See also recommendation on Policy Topic #1 (Investment Emphasis - Project Mix and Timing).	Y	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 following <u>previous</u> section on Mobility."	Y	C

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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 <u>4.21</u> 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 because more people are actively looking for work, and people who are not <u>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 <u>Metro 2045 Distributed Growth Forecast</u> (https://www.oregonmetro.gov/2045-distributed-forecast)"	Y	C
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 <u>VMT per capita targets</u> . The data in this chart comes from two different sources - <u>historical VMT per capita comes from observed data, whereas targets are based on projections</u> - 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 <u>region's track record of reducing VMT per capita.</u> "	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, <u>and on an average weekday freight accounts for roughly 12 percent of the vehicle trips in the region.</u> "	Y	C

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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.	Amend as requested.	Y	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.	See recommendation for Policy Topic # 1 (investment Emphasis).	Y	C
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

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258	O'Brien	Tara	TriMet	Email	8/23/2023	RTP Chapter 5			Y	Asks if Capital Investment Grants are missing and suggests adding them.	No change recommended. Assumptions about Capital Investment Grants were considered as part of the investment approach for implementing the High Capacity Transit Strategy similar to the approach taken for the 2018 Regional Transportation Plan. This approach is documented on page 5-21 of Chapter 5.	N	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	Retitle Table 5.6 "Non-transit Revenue Forecast Compared to Total Costs, 2023 - 2045 (YOE\$).	No change recommended.	N	C

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264	Ford	Chris	ODOT Region 1	Letter	8/4/23	RTP Chapter 6			Y	Revise the description on pages 6-18 to 6-19, 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. Much of ODOT's \$12.61 billion constrained project list is comprised of the I-5 IBR Program, which includes an approximately \$2 billion investment in light rail high-capacity transit element, express bus, and bike and pedestrian access improvements. See Section 6.3.14 for more information on region-wide road operations, maintenance and preservation costs." In addition, add an asterisk to Figure 6.7, as follows " * Funding for the IBR program includes \$1 billion from the State of Oregon with the balance from multiple other sources. Approximately \$2 billion is allocated to transit, bicycle, and pedestrian improvements. "and update graphic to more clearly reflect Oregon funding relative to other sources of funding (e.g, in gray) for the project.	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 will work with TriMet to identify needed updates to this table to reflect revenues and costs for transit operations and maintenance.	Y	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.	Recommend that the row title for this item be updated as follows with a note as such: "Daily revenue hours (TriMet and SMART only; excludes C-TRAN) 1 1 Revenue hours include TriMet, SMART, Ride Connection, and Clackamas, Multnomah and Washington Counties but exclude C-TRAN." The daily revenue hours are for all Oregon transit agencies in the region including TriMet, SMART, and the three counties which have shuttles included in the scenarios for the 2023 Regional Transportation Plan Update (but excluding C-TRAN).	Y	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	No change needed. The percentages reported in Figure 6.4 are the investment category divided by the total RTP spending amount. So that means \$22.4B for transit operations divided by \$68.5B which equals 33% rather than \$22.4B divided by \$43.0B which is the operations and maintenance subtotal (52%).	N	C

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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
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">• <u>Regional Coordination and local policy, program, and project development: 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>• <u>Commuter Programs: 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>• <u>Safe Routes to School Program: 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>• <u>Community Programs: 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

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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.	Amend this table to better distinguish between multiple phases and single projects.	Y	C
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" and add the following language sent by ODOT on 9/28/23: and add the following note to Page 6-36, " <u>The IBR program provides improvements for freight safety, mobility and reliability in the program area, including providing standard shoulder widths on the interstate, adequate ramp lengths to access and exit the interstate, and a new configuration at the Marine Drive interchange, which provides critical access to and from the Port of Portland.</u> "	Amend as requested.	Y	C

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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
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, and update Figure 6.24 to add a circle for the IBR program on the Columbia River Bridge.	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

Exhibit C (Part 2) to Ordinance No. 23-1496

MPAC Recommendation to Metro Council on Consent Items

(comments received 7/10/23 to 8/25/23)

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289			ODOT Region 1	Online Comment Form	8/8/2023	RTP Chapter 6			Y	Suggested revision to Figure 6.6 for improved legibility.	Amend Figure 6.6 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 in these locations. The policy further directs following the region's federally required congestion management process to identify and evaluate solutions to address those needs. See also Comment #585.	N	C
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.	No change recommended. Comment noted and shared with staff working on the Safe Streets for All project to be described in Chapter 8.	N	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.	N	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.	N	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.	No change recommended. Comment noted and shared with staff working on the Safe Streets for All project to be described in Chapter 8.	N	C

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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 preceeding 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
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 driving also increases between 2020 and 2030, but then it declines between 2030 and 2045."	Y	C

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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
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

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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
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

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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. This means that <u>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
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 proposed. 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 thoroughways and I look forward to the analysis.	No change recommended. Work will continue finalize the methodology for signalized thoroughways following adoption of the RTP. See Comment #115 and #161.	N	C

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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.	Amend as requested.	Y	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 " <i>Prioritize</i> 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 percentage 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 specifc 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
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

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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.	See recommendation for Policy Topic #4 (Climate Tools and 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
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

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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			N	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.	Update Chapter 8 to include work to contine to improve equity analysis tools and methods in advance of the 2028 RTP update. See also recommendation to Policy Topic 1 (Investment Emphasis - Project Mix and Timing).	Y	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. See also Comment #345.	N	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.	No change recommended. Metro does not typically have a role in project development and delivery for most RTP projects. The exception are projects funded through the Regional Flexible Funds Allocation Process. For those projects, Metro does track progress to ensure the project consstruced reflects the project outcomes that were defined in the funding process. In addition, Metro does report on RTP projects completed at the beginning of each RTP update, but does not have the information to confirm project outcomes.	N	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 Gonzalez	Ariadna	The Getting There Together Coalition	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.	No change recommended. Comment noted for work on next RTP.	N	C

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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.	Amend as requested to add a Regional Electrification Action Plan to Section 8.2.3 to identify local and regional actions to advance transportation electrification in the greater Portland region a way that complements existing state and federal policies and programs. Elements of the action plan may include: setting a vision for what the electrified future looks like, describing roles and responsibilities in the private sector and at various governmental levels in helping to achieve that vision, identifying gaps in current private/federal/state actions that local and regional agencies can fill and identifying potential implementation actions that address identified gaps and sources of implementation funding. This could include such actions as: best practices for ensuring EV charger availability at multi-family developments - starting with those funded by Metro via the TOD and Affordable Housing programs; making shared EVs available (e.g., expanding car sharing and shared e-bikes/scooters, including via both site and citywide deployments); providing access to e-bikes (e.g., providing free trials at events, funding consumer rebates); preparing EV-ready code amendments to ensure that it is easy and cheap to install EVs, especially at new multifamily developments; partnering with businesses to increase charger availability at retail and other common opportunity-charging destinations; and siting and funding a limited number of high-profile public charging demonstration projects (e.g., Electric Avenue).	Y	C
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 <u>Implementation</u> 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.	See recommendation for Policy Topic #1 (Investment Emphasis - Project Mix and Timing).	TBD	D

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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.	See recommendation for Policy Topic #1 (Investment Emphasis - Project Mix and Timing).	TBD	D
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 make recommendations for 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

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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 requested, replacing the existing language 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. In addition to topics such as racial equity and climate change, the 2040 refresh project should 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. Metro staff anticipates guidance from the Metro Council on a work program after the Council makes its urban growth management decision in late 2024."	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. See comment #339.	Y	C
347	Lauritzen	Zachary	Oregon Walks	Letter	8/23/2023	RTP Chapter 8			N	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.	No change recommened. No change proposed. Comment noted.	N	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 <u>across the Columbia River Bridge</u> ...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 <u>2022...</u> "	Amend as requested.	Y	C

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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 <u>evaluate GHG associated with the program and develop strategies to 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 <u>benefits for the local community of programs and improvements</u> 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.	See recommendation for Policy Topic #3 (Regional Transportation Funding).	Y	D
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 shouldhave 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
354	Morgan	Brett	1000 Friends of Oregon	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.	No change recommended. Comment noted and shared with staff working on the 2040 Growth Refresh.	N	C
355	Morgan	Brett	1000 Friends of Oregon	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.	N	C

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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.	See recommendation regarding Policy Topic #1 (Investment Emphasis - Project Mix and Timing).	TBD	D
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
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.	See recommendation for Policy Topic #1 (Investment Emphasis - Project Mix and Timing).	Y	D

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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.	See recommendation for Policy Topic #1 (Investment Emphasis - Project Mix and Timing).	Y	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. See also Comment #345.	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 is 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 does not recognize this area as an urban travel corridor because the plan is focused on needs within the UGB consistent with Oregon transportation planning rules and, under federal law, our authority is within the Metropolitan Planning Area (MPA) boundary. The long term travel needs in this corridor were addressed by LUTRAQ study in the 1990's. The LUTRAQ study evaluated a potential western bypass and other investments to address the transportation needs in this growing part of the region. The study concluded the travel needs being identified were best addressed through a package of investments that included improvements to OR 217, OR 99W and other arterial street, transit, TDM and TSMO investments that were adopted into the RTP and local TSPs at the time. The transportation needs in this area are best addressed in Washington County TSP in coordination with the cities and state and regional partners.	N	C

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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
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.	No change recommended. Agreed! The High Capacity Transit Strategy identifies actions in all of these areas that partners can take to create a transit-supportive environment and therefore transit invstment readiness, particularly on corridors planned for future high capacity investment, that are supported by the transit policies in the 2023 RTP. Additionally, Metro is working on whether we can expand this work further to create a checklist for jurisdictions that will further support these actions (in particular before the transit project is developed and/or in place). Further, the 2023 RTP 2045 investment strategy does result in completion of 80% of the pedestrian network and 74% of the bicycle network in centers, station communities and mixed use areas. Future work on the Connecting First and Last Mile study outlined in section 8.2.3.3 will take a closer look at transit and transit-supportive strategies in recently-added urban expansion areas. Recommendations on the 2040 Refresh (8.2.3.12) will be further discussed in regional conversations this Fall as there is more work to be done.	N	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.	No change recommended. Chapter 8 of the 2023 Regional Transportation Plan includes future work by TriMet and Metro to pick up from where the High Capacity Transit Strategy left off to develop a rapid bus implementation plan, including considering the potential of and role for more nimble, flexible and less costly approaches. We look forward to working together to outline a vision for how Frequent Express (FX) investments can enhance existing and future frequent bus service corridors to serve our region's goals.	N	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

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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 <u>the facility</u> motorists -using the river crossing to manage demand and generate revenue for construction and facility operations and maintenance."	Amend as requested.	Y	C
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 evaluate GHG <u>associated with the program and develop strategies</u> 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 <u>develop benefits for the local community that</u> 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 " <u>Through the 2017-18 fiscal year, four departments are developing</u> Metro continues to implement department-level racial equity plans to reach the goals of the racial equity strategy: Planning and Development <u>and Research</u> , 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

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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
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 <u>“Metro’s Regional Programs that Support Local and Regional Implementation of the RTP”</u> (3) Rename Section 8.2.3 to be <u>“Region-wide Future Planning and Collaboration to Address Key Transportation Issues of Regional Concern”</u> (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

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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. Also, update the timeline for the Supplemental Draft EIS to be early 2024 and revise page 8-61 and 8-62 to reflect the following language provided by ODOT on 9/28/23: "The IBR program will disclose the findings of the environmental evaluation in a Draft SEIS, which is anticipated to be published in late-2023 in early 2024for public review and comment.... Amended Record of Decision issued by FHWA and FTA, anticipated in <u>early 2025</u> late 2024. At this stage, the IBR program will be able to apply for permits, update cost estimates, and further design. Construction is anticipated to begin as early as late 2025." Also update page 8-62 to remove "Anticipated" from "Anticipated Oregon Funding" - the Oregon Legislature has committed the funding.	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). GHG reduction results focus on changes in emissions associated with <u>reduced VMT, consistent with state requirements.</u> "	Y	C
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 <u>the</u> high- or moderate-impact climate pollution reduction strategies <u>listed on page 29.</u> "	Y	C

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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 <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. 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. 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). " 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.	Amend as follows: Diversion is the movement of automobile trips from one facility to another <u>due to various reasons</u> because of including crashes, congestion, and pricing implementation. With <u>pricing implementaion</u> , all All trips that change their route in response to pricing are considered diversion, regardless of length or location of the trip, or whether they divert to or from the priced facility.	Y	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.	No change recommended. This comment has been forwarded to the Oregon Department of Transportation for consideration. The 2023 Regional Transportation Plan includes Transportation Demand Management Policy 3 to "Provide and deliver TDM programming at a variety of scales: state, regional and local" that help people drive less through a variety of strategies, including carpooling. Metro's Regional Travel Options (RTO) program directly supports regional partners through Get There Oregon to provide resources and incentives to encourage people to use modes other than driving, including a carpool matching tool. 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 increase travel options use.	N	C
397	Aldrich	Greg	Community member	Email	8/25/2023	RTP Overall			Y	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.	No change recommended. Comment noted and shared with staff working on the Safe Streets for All region wide planning project to be described in Chapter 8. The Regional Transportation Safety Strategy includes recommended strategies and actions for traffic safety education, enforcement, and additional license testing.	N	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.	Review and update the RTP public engagement checklist in advance of the 2028 RTP update. Each jurisdiction submits a public involvement and non-discrimination form for projects submitted to the RTP. The form describes public engagement and other opportunities for public input that informed the planning process during which the project was identified as a priority. Agencies also certify they will continue to engage community as projects move forward in planning, project development and construction phases. An electronic copy of the public engagement checklist used for the 2023 RTP is available upon request. Metro continues to engage participants in the process as the plan is finalized for adoption.	Y	C
399	Brister-Smith	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

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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.	No change recommended. 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% resectively 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
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

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403	Iannarone	Sarah	The Street Trust	Letter	8/25/2023	RTP overall			Y	Suggests 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.	No change recommended. No specific change proposed. Comment noted.	N	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 (LCDG 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.	No change recommended. Metro will address compliance concerns as part of its findings on Statewide goals.	N	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
406	McCourt	Randy	Community member	Email	7/28/23	RTP overall			Y	Proposed greater emphasis be made through policy and programs to create opportunities to allow discretionary funds be available to achieve walking network needs which are missed or not-scoped with large projects.	No change recommended. Comment topic will be shared with staff working on projects implemented with regional flexible funds.	N	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

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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.	No change recomended. Comments have been shared with TriMet and ODOT staff. With the exception of the comment on burying I-5 on the eastside of Portland, all of the other points advocated for in the comment are included in the 2023 RTP already: 1) The Central City Tunnel/Steel Bridge Capacity project is a Tier 1 priority in the High Capacity Transit Strategy as projects #10921 and #12050 for the Steel Bridge Transit Bottleneck on the 2045 Strategic Investment Strategy and Chapter 8 (section 8.2.3.4) includes future study for this work in the 2023 RTP, 3) An expansion of WES to Salem is shown on the 2023 RTP transit network vision and supported by transit policy 8 in Chapter 3 which notes that this is the preferred alignment to focus on for the Portland to Eugene corridor, 4) Southwest Corridor is another Tier 1 priority in the High Capacity Transit Strategy reflected in projects #12322, #12292, and #11587; and 5) High speed rail is included in the transit network vision from Portland to Salt Lake, UT and Portland to Vancouver BC, the latter also identified for future planning work in Chapter 8 in Section 8.2.3.5 based on efforts to develop a project already underway.	N	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. Comment noted.	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 oppotunity to generate funding to cover the costs of enforcement that is the issue.	No change recommended. Comment noted.	N	C
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. Recommends reframing statements that use must, should or shall in a way that suggests the details will be worked out and outlined in the update to the Regional Transportation Functional Plan (RTFP).	Amend as follows. Metro staff reviewed uses of the terms should, must and shall in the RTP. All uses of 'shall' except one were in the new Mobility Policy section. The uses of shall in all instances were deemed appropriate. All uses of 'must' were deemed appropriate except for on the following pages, where the word 'must' will be replaced with 'should' or 'needs to': pages 2-1; 3-8; 3-9; 3-13; 3-28; 3-29; 3-60, 3-62, 3-63, 3-73; 3-82; 3-83, 3-94; 3-100; 3-107; 3-110; 3-112; 3-113; 3-124; 3-128; 3-135; 3-141; 3-159; 4-11; 5-16; 6-14; 6-32; 7-21; 7-23; 8-5; 8-30; 8-40; 8-82; G-34; G-44. No changes are recommedned for the use of 'should' in the RTP. As defined in the RTP glossary, "when used in the context of a policy or action, should means an expected course of action or policy that is to be followed unless inappropriate for a particular circumstance." Therefore the use of the term is appropriate as used throughout the document.	Y	C

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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.Asks that every project that expands the number of VMT should be discarded immediately.	See recommendation for Policy Topic #1 (Investment Emphasis - Project Mix and Timing).	Y	D
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.	No change recommended.	N	C
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

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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.	No change recommended. From the RTP perspective 99W is the connector to Newberg, McMinnville and Yamhill County. Appendix R includes a table with a status update for the projects recommended within the I-5 to 99W connector project.	N	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 .	See recommendation regarding Policy Topic #1 (Investment Emphasis - Project Mix and Timing)	Y	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.	See recommendation regarding Policy Topic #1 (Investment Emphasis - Project Mix and Timing) and Policy Topic #4 (Regional Transportation Funding).	Y	C
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.	This comment 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

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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 also been forwarded to the City of Portland for consideration as part of project development.	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.	See recommendation on Policy Topic #1 (Investment Emphasis - Mix and Timing). 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
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.	This comment will be forwarded to City of Portland and TriMet for consideration in development of RTP projects 10259 and 12229, and 12035. RTP project 12035 ETC: SE Powell Blvd Transit Project for the 2023-2030 time-period is for planning, design and improvements for a regional enhanced transit project. Bus priority lanes and/or queue jumps would be some of the treatments considered in developing the project and its implementing design undertaken as part of a broader process considering corridor needs.	TBD	C

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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 - Phase 2	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.	N	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.	N	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 Blvd.	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-Hillsdale Hwy to Allen Blvd	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

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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 dimentional 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
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, <u>and On I-5 SB it will preserve three existing through lanes and add an auxiliary lane on SB I-5 from the Wilsonville Road on-ramp 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 preserveing 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. 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. Bike/ped access will be determined . A portion of the project is outside the designated urban growth boundary."</u>	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, <u>and On I-5 SB it will preserve three existing through lanes and add an auxiliary lane on SB I-5 from the Wilsonville Road on-ramp 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 preserveing 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. 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. Bike/pedBicycle, pedestrian 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.</u> 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

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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
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.	Y	C

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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 constuction 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.	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
446	Cooksey	Elizabeth	Community member	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	Community member	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 biiking/walking path.	This comment has been shared with City of Portland staff.	TBD	C
448	Cota	Nicolas	Community member	Online Comment Form	8/21/23	RTP Project List	10180	Sandy Blvd Corri	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.	No change recommended. This comment was 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. However, the timeline for this project matches that in the City of Portland 2035 Transportation System Plan which was prioritized as part of a public process with community.	N	C

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449	Cota	Nicolas	Community member	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 member	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 member	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 member	Online Comment Form	7/31/2023	RTP Project List	11831	US 26 multi use path	Y	Expressed support for the project and disappointment that this project is scheduled for the latter time period in the plan - 2031-2045	No change recommended. This comment has been shared with City of Portland staff. While project #11831 would provide an improved connection, there are existing facilities serving bicycle and pedestrian travel along this connection. Additionally, this timeline matches the prioritization determined with community as part of the City of Portland 2035 Transportation System Plan.	N	C
453	Craig	Thomas	Community member	Email	8/25/2023	RTP Project List			Y	Suggests that more work and revision is needed to align the RTP with regional goals for climate change, equity, and safety. Expresses disappointment with investments in highways capacity and lack of investment in transit. Asks for change in investments away from highways and roads to prioritize sidewalks, bicycling and buses.	See recommendation for Policy Topic #1 (Investment Emphasis - Project Mix and Timing).	Y	D

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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 10867	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
456	Deiss	Eileen	Community member	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

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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.	No change recommended. Comment noted. Investment decisions do not rest with one agency and are made through in-depth process and engagement with all impacted communities and agencies.	N	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.	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-Gan	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
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

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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.	No change recommended. This comment was 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. However, this project's timing is consistent with the related Southwest Corridor transit projects (#12292,11587). In current dollars, this project is closer to \$20M but anticipated to increase with inflation and other factors to \$31M closer to 2045. Additionally, this project includes includes design and engineering challenges that make it more complicated to implement than the Blumenauer Bridge.	N	C
464	Fitzgerald	Marianne	Crestwood Neighborhood Association	Letter	8/9/2023	RTP Project List	10567	Taylors Ferry Extension	Y	We request a regional planning project for this regional facility to make it safer for the people who use SW Taylors 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, Taylors 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.	No change recommended. This comment has been forwarded to the City of Portland for consideration in project development. However, this project's timing and description is consistent with the related Southwest Corridor transit projects (#12292,11587).	N	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 Improvements	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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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>)	MPAC 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)
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 th impacts of climate change that are already being experienced. TStates that the RTP is insufficient to address the magnitude of the climate crisis and underestimates the amount of carbon emissions that will come from driving. Asks that the RTP reduce driving and invest in alkable communities and abundant public transportation, include aggressive regional congestion pricing in line with the Climate Smart Communities program, and directs money away from ODOT’s freeway expansion plans, and demand ODOT prioritize investing in orphan highways instead of freeway expansions, and redesign roads that prioritize safety over speed and ease of driving.	See recommendation on Policy Topic #1 (Investment Emphasis - Project Mix and Timing). Comment shared with ODOT.	TBD	C
472	Hangland-Ski	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

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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.	N	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.	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.	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
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

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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.	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 Proect List.	TBD	C
485	Kappler	Rick	Community member	Email	8/25/2023	RTP Project list	10188	Scholls Ferry, SW (Humphrey - County line): Multimodal Improvements	Y	Requests that the county build a road diet for SW Scholls Ferry Road between SW Raleighwood Lane and SW Sheridan Court.	This comment has been shared with Multomah 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. Improvement Ph. 2	Y	Expresses opposition to making a car-centric fix along Oleson Rd in Raleigh Hills.	This comment has been shared with Washington County staff.	TBD	C
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.	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.	This comment has been shared with ODOT staff to consider as part of future planning and project development.	N	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.	This comment has been shared with ODOT staff to consider as part of future planning and project development. See also recommendation for Policy Topic #1 (Investment Emphasis - Project Mix and Timing).	N	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.	This comment has been shared with ODOT staff to consider as part of future planning and project development. See also recommendation for Policy Topic #1 (Investment Emphasis - Project Mix and Timing).	N	C

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493	Lauritzen	Zachary	Oregon Walks	Letter	8/23/2023	RTP Project List	11758	OR 213 & Beavercreek 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.	This comment has been shared with ODOT staff to consider as part of future planning and project development. See also recommendation for Policy Topic #1 (Investment Emphasis - Project Mix and Timing).	N	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.	See recommendation for Policy Topic #1 (Investment Emphasis - Project Mix and Timing).	Y	D
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.	No change recommended. Policies related to auxiliary lanes include appropriate provisions.This comment has been shared with ODOT staff to consider as part of future planning and project development. See also recommendation for Policy Topic #1 (Investment Emphasis - Project Mix and Timing).	N	C
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	HTC: 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

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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.	Amend the RTP project list to update RTP project descriptions and costs to correct data input errors found for these projects: <ul style="list-style-type: none">• RTP #10612 Greenburg Road (Hall Blvd. to OR 217) Build 3-lane complete street with separated cycle tracks and sidewalks. Project includes intersection improvements at Locust Street, three new pedestrian crossing improvements, and bus stop upgrades. 2023\$ = \$21.5M and YOE Cost = \$35 M.• RTP #10748 Greenburg Road Improvements – N Dakota to Cascade - Widen Greenburg Road to include a second northbound lane, bike lanes, better sidewalks, ADA retrofits, and intersection geometry improvements from Hwy 217 to North Dakota St and add a second left turn lane from Tiedeman Ave onto Northbound Greenburg Rd. 2023\$ = \$11.2M and YOE Cost = \$18.2M. Metro staff will work with Tigard staff to update the modeling details and other information needed to evaluate these projects in the final RTP analysis. This recommendation has been coordinated with City of Tigard and Washington County staff.	Y	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 Transportaiton for consideration.	N	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.	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).	No change recommended. RTP Project #12307 does include proven safety countermeasures including sidewalk improvements, crossings and lighting. However, this comment has been forwarded to the City of Portland for consideration as part of project development as to the design of the crosswalks (i.e., raised).	N	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.	No change recommended. This project is included in the 2045 Strategic Project List which reflects additional priorities should additional funding opportunities arise. This comment has been shared with City of Portland for consideration. The City of Portland received a Transportation and Growth Management Planning Grant in 2022 from the Oregon Department of Transportation to develop the Green Loop Concept Plan that will define more project segments in more detail, including refining the project elements and cost estimates. The City anticipates kicking off this plan soon and looks forward to reaching out to Lloyd EcoDistrict about opportunities to engage in the process.	TBD	C

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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
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.	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 to consider as part of project development. The City of Portland received a Transportation and Growth Management Planning Grant in 2022 from the Oregon Department of Transportation to develop the Green Loop Concept Plan that will define more project segments in more detail, including refining the project elements and cost estimates. The City anticipates kicking off this plan soon and looks forward to reaching out to Lloyd EcoDistrict about opportunities to engage in the process.	N	C

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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.	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.	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. City of Portland staff has clarified that the inclusion of crossings at "regular intervals" in the project description is to ensure multiple safe crossings are available, increasing the total number of safe crossings. Those intervals follow the guidance of the City's PedPDX plan. This comment has also been forwarded to the City of Portland for consideration as part of project development.	N	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.	No change recommended. This comment was 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. However, the timing for this project is consistent with that of the City of Portland 2035 Transportation System Plan (TSP) which prioritized projects through a public process. Regarding the cycling infrastructure, the City's TSP envisions making improvements for a safe cycling on 9th as a parallel facility (which is a local street and therefore not included in the 2023 Regional Transportation Plan project list).	N	C
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.	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." 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.	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

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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. Chapter 3 of the Regional Transportation Plan includes Safety and Security Policy 2 which supports the use of enforcement tools like speed cameras: " <i>Prioritize safety investments, education and equitable enforcement on high injury and high-risk corridors and intersections, with a focus on reducing speeds and speeding.</i> " This comment has been forwarded to City of Portland staff for consideration in implementation.	N	C
523	Linn	May	Center for African Immigrants and Refugees Organization (CAIRO)	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. The City of Portland's 82nd Avenue Critical Fixes projects will repave a portion of 82nd Avenue in 2025 and 2026. Additional improvements along these repaved segments include improved curb ramps, crossing and signal improvements, transit improvements, median islands in some locations, and tree planting.	N	C
524	Locke	Mary	Community member	Email	8/24/2023	RTP Project List			Y	Proposes deinvesting in auto related projects and investing in biking, transit and safety.	See recommendation for Policy Topic #1 (Investment Emphasis - Project Mix and Timing).	N	D
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. Maintenance of the transportation system is the largest share of investment in the RTP.	N	C
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.	No change recommended. No specific changes proposed. Integration of systems is a key concept in the RTP. Connections of regional trails to statewide trails are shown on regional maps. Some projects in the RTP and in local plans address the connections of these systems. New projects may be added as plans are updated.	N	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.	See recommendation for Policy Topic #1 (Investment Emphasis - Project Mix and Timing).	N	D

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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.	See recommendation for Policy Topic #1 (Investment Emphasis - Project Mix and Timing).	Y	D
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.	No change recommended. Frequent transit is part of the vision for transit established in the Regional Transit Strategy that is incorporated into the 2023 Regional Transportation Plan and Transit Policy 5 "Complete a well-connected network of local and regional transit on most arterial streets – prioritizing expanding all-day frequent service along corridors and main streets linking town centers to each other and neighborhoods to centers." Additionally, the transit network vision identifies many new frequent routes, some of which are implemented through TriMet's Forward Together service concept and the 2030 and 2045 investment scenarios for the 2023 RTP. Most of this service for buses is closer to every 15 minutes, although light rail and FX 2 Division is more often, due in part to TriMet's continued recovery following the impacts of the COVID-19 pandemic.	N	C

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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. In recent years, TriMet updated their standard operating procedures to increase frequency of cleaning for TriMet vehicles, including but not limited to new COVID-19-related protocols such as hydrogen peroxide fogging of interiors. More recently this Fall TriMet has updated cleaning procedures so that workers wipe down touchpoints on vehicles every night.	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.	See recommendation for Policy Topic #1 (Investment Emphasis - Project Mix and Timing).	Y	C
535	Noor	Sakawadin	Oregon Somali Bravaness 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 Bravaness Community	Online Comment Form	8/15/2023	RTP Project List	11826	Barbur Blvd ITS	Y	Proposed installing ITS and CCTV cameras.	No change recommended. The Transportation System Management and Operations (TSMO) strategy and policies in the RTP provide strateiges and policies for ITS. Multiple projects in teh RTP project list include ITS and CCTV.	N	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	Y	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.	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	Community member	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 Branch Transportation Committee	Online Comment Form	8/18/2023	RTP Project List			Y	Expressed concern over the lack of active transportation projects in the New Columbia neighborhood.	No change recommended. Not all transportation projects that get implemented are included in the 2023 Regional Transportation Plan, rather it is just transportation projects of regional significance that may receive federal funding. These are on roads identified on Metro's regional networks (mainly arterials) and cost more than \$1 million). Then local Transportation System Plans and area plans identify improvements for smaller city roads (like collectors and local streets). As such, the North Portland in Motion Priority Project Concepts do include improvemets in New Columbia. In particular NG 4 provides access to New Columbia and the new broader area Wayfinding Concept would also be relevant and beneficial to the neighborhood.	N	C

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544	Pinckard	Cory	Community member	Online Comment Form	8/25/23	RTP Project List			Y	Recommends upgrading bus routes to rail service.	No change recommended. The High Capacity Transit Strategy supports expanding the light and commuter rail networks, including an extension of the yellow line to Vancouver, and Southwest Corridor near-term, plus other connections that could be light rail (or rapid bus) longer term like an extension of the Orange Line or the WES corridor (which could also receive other improvements). The 2023 Regional Transportation Plan vision also includes an extension of WES to Salem and a high speed rail connection between Portland and Vancouver which planning is underway for now. While trains are a very important tool in the transit toolbox, they are the most costly mode and need compact, dense development and many riders to support them. Rapid bus like FX 2 Division is a very cost-effective tool that can provide a similar experience and similar people throughput that we are also applying in greater Portland. Page 3-109 includes more information on how we are thinking about applying these different transit tools and Page 3-106 includes the network vision for implementation of the future system.	N	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	Emee	Community member	Email	8/25/2023	RTP Project List			Y	Expresses concern over the climate crisis and safety. Asks that Metro direct RTP investments to save lives and reduce greenhouse gas emissions. Expresses support for the positions of advocacy group No More Freeways.	See recommendation on Policy Topic #1 (Investment Emphasis - Project Mix and Timing).	TBD	D
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. 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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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. Additionally, further out in the general corridor (though not on Front) the City's 2035 Transportation System Plan includes additional an additional project near the bridge (https://www.portland-tsp.com/#/projects/TP04-0000083) and then more bicycle and pedestrian improvements further out on St Helens Rd (https://www.portland-tsp.com/#/projects/TP04-0000090).	N	C
553	Reed	Kimberly	Americans with Disabilities Act Supporter	Online Comment Form	7/28/2023	RTP Project List			N	No changed 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 availabe 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

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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.	No change recommended. This comment has been forwarded to the City of Portland for consideration. But in addition to the Cross Levee Trail (#11813) in the 2023 Regional Transportation Plan project list, there is recent and continuing construction of other related parts of the trail system in the area: https://www.portland.gov/transportation/pbot-projects/construction/parkrose-neighborhood-greenway	Y	C
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 thoroughways 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.	Amend as follows. Add new section to Chapter 8 "Advance Environmental Best Practices in Planning and Projects" with activiites including sharing information on fish passage barrier sites with partner agencies that have projects in the RTP that intersect these sites with intent to update project descriptions to include restoration activities.	Y	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.	Amend as follows. Add new section to Chapter 8 "Advance Environmental Best Practices in Planning and Projects" with activiites including sharing information priority connectivity areas with partner agencies that have projects in the RTP that intersect these sites with intent to update project descriptions to include restoration activities.	Y	C

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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.	No change recommended. Frequent transit is part of the vision for transit established in the Regional Transit Strategy that is incorporated into the 2023 Regional Transportation Plan and Transit Policy 5 "Complete a well-connected network of local and regional transit on most arterial streets – prioritizing expanding all-day frequent service along corridors and main streets linking town centers to each other and neighborhoods to centers." Additionally, the transit network vision identifies many new frequent routes, some of which are implemented through TriMet's Forward Together service concept and the 2030 and 2045 investment scenarios for the 2023 RTP.	N	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. Southwest Corridor is a Tier 1 priority in the High Capacity Transit Strategy reflected in projects #12322, #12292, and #11587 in the 2023 Regional Transportation Plan on the 2045 Constrained and Strategic project lists.	N	C
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 achievethe 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

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566	Slansky	Peter	Community member	Online Comment Form	8/5/23	RTP Project List	10567	Taylors Ferry Extension	Y	Expressed concern about traffic volume impacts due to implementing this project/roadway connection - Project #10567 (Taylors 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.	See recommendation for Policy Topic #1 (Investment Emphasis - Project Mix and Timing).	Y	C
569	Stansbury	Katherine	Community member	Email	8/24/2023	RTP Project List			Y	Comments on the need for bolder action on climate and traffic safety and to include more aggressive plans to reduce driving, congestion pricing, and invest in the most cost-effective initiatives to reduce carbon emissions – walkable communities and abundant public transit, and direct money away from ODOT's freeway expansions and towards community street initiatives.	See recommendation for Policy Topic #1 (Investment Emphasis - Project Mix and Timing).	Y	D
570	Steffen	Suzanne	Community member	Email	8/24/2023	RTP Project List			N	Comments that with the devastating climate crises underway nationwide and a horrendous uptick 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 See recommendation for Policy Topic #1 (Investment Emphasis - Project Mix and Timing).	N	C
571	Vasicek	Joe	Community member	Email	8/24/2023	RTP Project List			Y	Comments on the need for bold action on climate, to reorient away from driving to prioritizing safe active transportation networks and reliable mass transit options. To divert funding away from ODOT's freeway expansions and towards community street initiatives and to invest in traffic safety, to demand that ODOT prioritize investing in orphan highways instead of freeway expansions.	See recommendation for Policy Topic #1 (Investment Emphasis - Project Mix and Timing).	Y	D
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	N	No change proposed. Asks whether this project includes grade separation to alleviate delay for all roadway users.	No change recommended. This comment has been forwarded to the City of Portland for consideration of improved grade-separated multimodal connections, particularly for transit. 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 more broadly that will consider these types of improvements.	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-Lense	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 22S 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.	This comment has been forwarded to TriMet for consideration. 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 Pkway 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 ODOT, pdx350	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
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.	No change recommended. Comment noted and will be used to inform language in proposed new section in Chapter 8 "Advance Environmental Best Practices in Planning and Projects"	N	C

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585	Bubenik	Frank	City of Tualatin	Letter	8/24/2023	RTP Mobility Policy			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.	No change recommended. The speed / duration threshold is not an operational goal. Rather, it represents a threshold noting a transportation need. Further, it is utilized during system planning where the planning horizon is typically 20 plus years for the full 24-hour time period. Accordingly, if a facility segment falls below the threshold at anytime within that timeframe for more than 4 hours of the 24-hour time period, planning for solutions to the identified need is triggered. When a need is identified on the throughway system ODOT follows the planning processes described through Metro's Federally required Congestion Management Process, and direction from the Oregon Transportation Plan limiting consideration of roadway expansion only after consideration of transit, walking, biking or pricing options for shifting modes, use of demand management strategies and operational improvements are explored and projected to be insufficient at reducing congestion. As described in the Oregon Transportation Plan and RTP, these and other actions support the statewide and RTP goals reduce per capita passenger vehicle miles traveled (VMT) to help with carbon emission reductions but also enable more efficient use of existing capacity across modes and support other state and regional goals. Including VMT as a measure also supports the Oregon Transportation Plan's goal of reducing per capita passenger vehicle miles VMT – which will help with emission reductions in the short term but also enable more efficient use of existing capacity across modes and promote healthy lifestyles.	N	C
586	Boyd	Allison	Multnomah County	Letter	8/25/2023	RTP Project List, Safety			Y	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 follows. Include the following as part of the Safe Streets for All region wide planning program that will be added to Chapter 8: Review how safety projects are defined and use of safety criteria as part of the RTP and MTIP review process to ensure that investments will reduce risk to the most vulnerable users. Consider 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. Consider that local safety plans should also evaluate and focus on projects that will have the biggest impact on reducing fatalities and serious injuries. 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? Develop 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.	Y	C

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587	Boyd	Allison	Multnomah County	Letter	8/25/2023	RTP Chapter 7			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. See also recommendation for Policy Topic #1 (Investment Emphasis - Project Mix and Timing).	N	C
588	Chaplin	Chris	Community member	Online Comment Form and Email	8/24/23	RTP Project List			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.	See recommendation for Policy Topic #1 (Investment Emphasis - Project Mix and Timing) and Policy Topic #2 (Pricing Policy Implementation).	y	D
589	Chaplin	Chris	Community member	Online Comment Form and Email	8/24/23	RTP Project List			N	Neighborhood Greenways should begin implementing traffic calming measures that highly discourage and eventually prohibit car use.	No change recommended. No change proposed. Comment noted. Many projects in the RTP include traffic calming treatments.	N	D
590	Chaplin	Chris	Community member	Online Comment Form and Email	8/24/23	RTP Project List			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.	See recommendation for Policy Topic #1 (Investment Emphasis - Project Mix and Timing).	N	D
591	Charles	John	Cascade Policy Institute	Letter	8/25/2023	RTP Chapter 3			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.	No change recommended. The interim mobility policy from 1999 was not adequate in identifying and monitoring congestion related needs on the throughway system. The draft mobility policy identifies a threshold based on travel speed which can be both monitored and predicted through the regional travel model, and that more closely matches ODOT's identification of congested locations on the region's throughway system as published in the semi-annual Transportation Performance Report. https://www.oregon.gov/odot/Projects/Project%20Documents/TPR-2020.pdf	N	C
592	Farrell	Mike	Community member	Email	8/25/2023	RTP Project List			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.	See recommendation for Policy Topic #1 (Investment Emphasis - Project Mix and Timing).	Y	D
593	Handlin	Lynn	Community member	Online Comment Form	8/21/23	RTP Project List			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".	See recommendation for Policy Topic #1 (Investment Emphasis - Project Mix and Timing).	Y	D

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594	Hart	Anders	Community member	Online Comment Form	8/23/23	RTP Project List, RTP Chapter 7, RTP Chapter 8, RTP Appendix J			Y	Expresses support for the RTP policy recommendations outlined by No More Freeways.	See recommendation for Policy Topic #1 (Investment Emphasis - Project Mix and Timing).	Y	D
595	Hart	Anders	Community member	Online Comment Form	8/23/23	RTP Project List, RTP Chapter 3, RTP Chapter 7, RTP Chapter 8, RTP Appendix J			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.	No change recommended. The project team explored people throughput but found that the methodology was not mature enough to be forecasted for future conditions, a vital component of system planning. Similarly accessibility measures also show promise in identifying how the mix of land use and transportation interact. Planners often use accessibility by multiple modes in system planning. However, accessibility measures do not readily lend themselves to identifying facility needs. Documentation of the full range of measures considered and not carried forward is available on the project website at oregonmetro.gov/mobility.	N	C
596	Hassan	Nuur	OSBC	Online Comment Form	8/14/2023	RTP General			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	RTP General			N	Expresses opposition to allowing through-streets within the redevelopment of Alpenrose Dairy.	No change recommended. This is outside the scope of the RTP. This comment has been shared with City of Portland staff for consideration.	N	C
598	Korman	Jonathan	Community member	Online Comment Form	8/25/23	RTP Project List			Y	Strongly supports transportation other than private cars: bicycles, public transit, and WALKING. Resources and safety. Yes, that includes congestion pricing.	See recommendation for Policy Topic #1 (Investment Emphasis - Project Mix and Timing).	Y	D
599	Kuehn	Aaron	Bike Loud	Online Comment Form/ Letter	8/25/23	RTP Project List, RTP Chapter 5			N	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?	No change recommended. No specific change proposed.	N	D
600	Kuehn	Aaron	Community member	Online Comment Form	8/24/23	RTP Chapter 4			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	RTP Chapter 3			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
602	Lindquist	Hector	Community member	Online Comment Form	7/28/2023	RTP General			N	Commenter could not see the draft plan.	No change recommended.	N	C

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603	Lindsay	Eric	Community member	Online Comment Form	8/25/23	RTP Project List			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.	See recommendation for Policy Topic #1 (Investment Emphasis - Project Mix and Timing) and Policy Topic #2 (Pricing Policy Implementation).	Y	D
604	MacDonald	Chris	Community member	Online Comment Form	7/31/2023	RTP Project List			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	RTP General			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	RTP Project List			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.	See recommendation for Policy Topic #1 (Investment Emphasis - Project Mix and Timing).	Y	D
607	McCourt	Randy	Community member	Email	7/28/23	RTP Chapter 8			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.	No change recommended. 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.	N	C

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608	McDonald	Katie	Metro Tribal Affairs Program Liaison	Email	8/25/2023	RTP Chapter 8			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.	Y	C
609	Mohamed	Hawa	OSBC	Online Comment Form	8/15/2023	RTP General			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	Community member	Online Comment Form	8/21/23	RTP Project List			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".	No change recommended. Comment noted.	N	C
611	Stenger MD	Joseph	Community member	Online Comment Form	8/23/23	RTP Chapter 2			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	RTP Chapter 8			Y	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

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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.	Amend as requested. Metro is required to use state-provided assumptions regarding the cost of fuel and other aspects of vehicle and fuel technology and pricing. The available information on these assumptions is discussed in Appendix G of the RTP. Several other commenters have noted that the state-provided assumptions used in the Climate Analysis are not well-documented. Chapter 7 and Appendix J of the RTP will be amended to better describe the avaialble information on these assumptions, and Chapter 8 will be amended to identify additional work to clarify and potentially update state-led climate assumptions in order to provide the necessary information for Metro to vet / adjust these assumptions in future climate analyses.	Y	C
614	Vannatta	JC	TriMet	Letter	8/24/2023	RTP Chapter 8			Y	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.	See recommendation for Policy Topic #4 (Climate Tools and Analysis).	Y	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" â€” 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.	Amend as follows, "Metro is required allowed to use State assumptions about the carbon intensity of vehicles and fuels, and about state-led pricing programs, in its climate analysis, and can choose whether to adjust some pricing assumptions provided by the state. However, when reviewing the information about these assumptions that is available from the State, Metro staff and consultants determined that the assumptions were not adequately documented, particularly in describing the influence of future state climate policies and programs, to allow staff and consultants to vet and potentially recommend adjustments. The RTP uses State assumptions in the climate analysis as given because Metro staff lack the information necessary to <u>meaningfully adjust these assumptions.</u> "	Y	C
616	Hangland-Ski	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.	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 Transporation Strategy as described on p. 4-56.	Amend as requested	Y	C

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618	Rosenthal	Gerritt	Metro Councilor	Email	7/25/23	RTP Chapter 7			Y	Proposes adding information on the assumptions in the Statewide Transporation Strategy that contribute to regional VMT per capita results.	Amend as requested.	Y	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.	This comment has been forwarded to the Oregon Department of Transportation for consideration.	TBD	C
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.	Amend Chapter 3 as follows: -Table 3-5 (Throughway Travel Speed Measure) - add a table note that states "Application of the throughway travel speed mobility measure is subject to adoption of the measure and threshold by the Oregon Transportation Commission as an amendment to the Oregon Highway Plan. The mobility targets in OHP Policy 1F, Action 1F.1 and Table 7 will continue to apply until the alternative mobility measure and thresholds are formally adopted by the OTC. " -Table 3-5 - Throughways With Traffic Signals Travel Speed threshold: Replace "Average speed not below 20 mph for more than 4 hours per day" with "Pending further review and analysis in coordination with the update to the Oregon Highway Plan and approval by the Oregon Transportation Commission" These changes acknowledge that the OTC is the authority for establishing mobility policies for state-owned facilities, including throughways designated in the RTP and that further review of the speed and duration threshold for throughways with traffic signals will occur following the RTP update in coordination with the update to the Oregon Highway Plan that is planned for 2023-2024. See also comments #115, #123, #124, #161, #165, #185 and #721 which address implementation of the new mobility policy in local transportation system plans and when evaluating the transportation impacts of local comprehensive plan amendments.	Y	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.	See recommendation for Policy Topic #1 (Investment Emphasis).	Y	D

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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.	See recommendation for Policy Topic #1 (Investment Emphasis).	Y	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.	See recommendation for Policy Topic #1 (Investment Emphasis).	Y	D
624	Falcon Gonzalez	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.	See recommendation for Policy Topic #1 (Investment Emphasis).	Y	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.	See recommendation for Policy Topic #1 (Investment Emphasis).	Y	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.	See recommendation for Policy Topic #1 (Investment Emphasis).	Y	D
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.	See recommendation for Policy Topic #1 (Investment Emphasis).	Y	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.	See recommendation for Policy Topic #1 (Investment Emphasis).	Y	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>)	MPAC 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)
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.	See recommendation for Policy Topic #1 (Investment Emphasis).	Y	D
630	Falcon Gonzales	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.	See recommendation for Policy Topic #1 (Investment Emphasis).	Y	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.	See recommendation for Policy Topic #1 (Investment Emphasis).	Y	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.	See recommendation for Policy Topic #1 (Investment Emphasis).	Y	D
633	Hristić	Žana	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.	See recommendation for Policy Topic #1 (Investment Emphasis).	Y	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.	See recommendation for Policy Topic #1 (Investment Emphasis).	Y	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.	See recommendation for Policy Topic #1 (Investment Emphasis).	Y	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.	See recommendation for Policy Topic #1 (Investment Emphasis).	Y	D
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.	See recommendation for Policy Topic #1 (Investment Emphasis).	Y	D

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638	Lauritzen	Zachary	Oregon Walks	Letter	8/23/2023	RTP Project List	12095, 12299	Safety and Oper	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.	See recommendation for Policy Topic #1 (Investment Emphasis).	Y	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.	See recommendation for Policy Topic #1 (Investment Emphasis).	Y	D
640	Lee	Amythest	Community member	Online Comment Form	8/25/23	RTP Project List	12095	Safety & Operat	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.	See recommendation for Policy Topic #1 (Investment Emphasis).	Y	D
641	Morgan	Brett	1000 Friends of Oregon	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.	See recommendation for Policy Topic #1 (Investment Emphasis).	Y	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.	See recommendation for Policy Topic #1 (Investment Emphasis).	Y	D
643	Namkoong	Indi	Verde	Letter	8/24/2023	RTP Project List	12095 & 12299	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.	See recommendation for Policy Topic #1 (Investment Emphasis).	Y	D
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.	See recommendation for Policy Topic #1 (Investment Emphasis).	Y	D

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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.	See recommendation for Policy Topic #1 (Investment Emphasis).	Y	D
646	Olson	Addie	Community member	Online Comment Form	8/23/23	RTP Project List			Y	Requested the RTP to invest more in walking and biking infrastructure.	See recommendation for Policy Topic #1 (Investment Emphasis).	Y	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.	See recommendation for Policy Topic #1 (Investment Emphasis).	Y	D
648	Pinckard	Cory	Community member	Online Comment Form	8/25/23	RTP Project List			Y	Recommends reducing RTP investments in motor vehicle projects.	See recommendation for Policy Topic #1 (Investment Emphasis).	Y	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.	See recommendation for Policy Topic #1 (Investment Emphasis).	Y	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.	See recommendation for Policy Topic #1 (Investment Emphasis).	Y	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.	See recommendation for Policy Topic #1 (Investment Emphasis).	Y	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.	See recommendation for Policy Topic #1 (Investment Emphasis).	Y	D
653	Stevens	Frank	Community member	Online Comment Form	8/25/23	RTP Project List	12095, 12295	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.	See recommendation for Policy Topic #1 (Investment Emphasis).	Y	D
654	Sun	Anna	Community member	Email	8/24/2023	RTP Project List			Y	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.	See recommendation for Policy Topic #1 (Investment Emphasis).	Y	D
655	Sundermann	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.	See recommendation for Policy Topic #1 (Investment Emphasis).	Y	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.	See recommendation for Policy Topic #1 (Investment Emphasis).	Y	D

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657	Treiger	Jacqui	Oregon Environmental Council	Letter	8/24/2023	RTP Project List	12095 & 122	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.	See recommendation for Policy Topic #1 (Investment Emphasis).	Y	D
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.	See recommendation for Policy Topic #1 (Investment Emphasis).	Y	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.	See recommendation for Policy Topic #1 (Investment Emphasis).	Y	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.	See recommendation for Policy Topic #1 (Investment Emphasis).	Y	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.	See recommendation for Policy Topic #1 (Investment Emphasis).	Y	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.	See recommendation for Policy Topic #1 (Investment Emphasis).	Y	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.	See recommendation for Policy Topic #1 (Investment Emphasis).	Y	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.	See recommendation for Policy Topic #1 (Investment Emphasis).	Y	D

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665	Chaplin	Chris	Community member	Online Comment Form and Email	8/24/23	RTP Project List			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.	See recommendation for Policy Topic #1 (Investment Emphasis).	Y	D
666	Cheseboroug	Steve	Community member	Online Comment Form	8/23/23	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.	See recommendation for Policy Topic #1 (Investment Emphasis).	Y	D
667	Claffey	Trish	Community member	Email	8/25/2023	RTP Project List			Y	Expressed support for addressing Climate change by investing in public transit, bikes/bike paths and not in more cars.	See recommendation for Policy Topic #1 (Investment Emphasis).	Y	D
668	Greenwood	Jonathan	Community member	Email	8/25/2023	RTP Project List			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.	See recommendation for Policy Topic #1 (Investment Emphasis).	Y	D
669	Hristić	Zana	Community member	Email	8/25/2023	RTP Project List			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.	See recommendation for Policy Topic #1 (Investment Emphasis).	Y	D
670	Lee	Amythest	Community member	Online Comment Form	8/25/23	RTP Project List			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.	See recommendation for Policy Topic #1 (Investment Emphasis).	Y	D
671	Presley-Grus	Jessi	Community member	Email	8/24/2023	RTP Project List			Y	Requests that the policy positions submitted by No More Freeways be adopted, includng 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.	See recommendation for Policy Topic #1 (Investment Emphasis).	Y	D
672	Sweet	David	Community member	Email	8/25/2023	RTP Project List			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.	See recommendation for Policy Topic #1 (Investment Emphasis).	Y	D

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673	Falcon Gonzales	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.	See recommendation for Policy Topic #1 (Investment Emphasis). 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.	Y	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.	See recommendation for Policy Topic #1 (Investment Emphasis). 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.	Y	D
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.	See recommendation for Policy Topic #2 (Pricing Policy Implementation).	Y	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.	See recommendation for Policy Topic #2 (Pricing Policy Implementation).	Y	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.	See recommendation for Policy Topic #2 (Pricing Policy Implementation).	Y	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.	See recommendation for Policy Topic #2 (Pricing Policy Implementation).	Y	D

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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.	See recommendation for Policy Topic #2 (Pricing Policy Implementation).	Y	D
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.	See recommendation for Policy Topic #2 (Pricing Policy Implementation).	Y	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).	See recommendation for Policy Topic #2 (Pricing Policy Implementation).	Y	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.	See recommendation for Policy Topic #2 (Pricing Policy Implementation).	Y	D

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October 25, 2023

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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>	See recommendation for Policy Topic #2 (Pricing Policy Implementation).	Y	D
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 moreongoingcoordination, and should be a part of the new JPACT funding sub-committee suggested above.	See recommendation for Policy Topic #2 (Pricing Policy Implementation).	Y	D

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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.	See recommendation for Policy Topic #2 (Pricing Policy Implementation).	Y	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.	See recommendation for Policy Topic #2 (Pricing Policy Implementation).	Y	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.	See recommendation for Policy Topic #2 (Pricing Policy Implementation).	Y	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.	See recommendation for Policy Topic #2 (Pricing Policy Implementation).	Y	D
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.	See recommendation for Policy Topic #2 (Pricing Policy Implementation).	Y	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.	See recommendation for Policy Topic #2 (Pricing Policy Implementation).	Y	D

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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.	See recommendation for Policy Topic #2 (Pricing Policy Implementation).	Y	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.	See recommendation for Policy Topic #2 (Pricing Policy Implementation).	Y	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.	See recommendation for Policy Topic #2 (Pricing Policy Implementation).	Y	D
694	Dlugonski	Melba	Community member	Online Comment Form	8/18/2023	RTP Project List			Y	Expressed concern with tolling and congestion pricing, particularly the impact on low-income drivers and areas that lack travel options.	See recommendation for Policy Topic #2 (Pricing Policy Implementation).	Y	D
695	Hart	Anders	Community member	Online Comment Form	8/23/23	RTP Project List			Y	Proposes that tolling revenues should not fund freeway capacity projects. Proposes revenues should support transit and other alternatives to driving.	See recommendation for Policy Topic #2 (Pricing Policy Implementation).	Y	D
696						RTP Chapter 3, RTP Chapter 8	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.	See recommendation for Policy Topic #2 (Pricing Policy Implementation).	Y	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.	See recommendation for Policy Topic #4 (Climate Tools and Analysis).	Y	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 .	See recommendation for Policy Topic #3 (Regional Transportation Funding).	Y	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.	See recommendation for Policy Topic #3 (Regional Transportation Funding).	Y	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.	See recommendation for Policy Topic #3 (Regional Transportation Funding).	Y	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).	See recommendation for Policy Topic #3 (Regional Transportation Funding).	Y	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.	See recommendation for Policy Topic #3 (Regional Transportation Funding).	Y	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.	See recommendation for Policy Topic #3 (Regional Transportation Funding).	Y	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.	See recommendation for Policy Topic #3 (Regional Transportation Funding).	Y	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.	See recommendation for Policy Topic #3 (Regional Transportation Funding).	Y	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 highcrash 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.	See recommendation for Policy Topic #3 (Regional Transportation Funding).	Y	D

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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.	See recommendation for Policy Topic #3 (Regional Transportation Funding).	Y	D
708	Hart	Anders	Community member	Online Comment Form	8/23/23	RTP Chapter 8			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.	See recommendation for Policy Topic #3 (Regional Transportation Funding).	Y	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.	See recommendation for Policy Topic #4 (Climate Tools and Analysis).	Y	D

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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.”	See recommendation for Policy Topic #4 (Climate Tools and Analysis).	Y	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.	See recommendation for Policy Topic #4 (Climate Tools and Analysis).	Y	D

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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.	See recommendation for Policy Topic #4 (Climate Tools and Analysis).	Y	D
713	Cortright	Joseph	City Observatory	Email	7/27/2023	RTP Chapter 7 and Appendix J		11176 and 1086	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.	See recommendation for Policy Topic #4 (Climate Tools and Analysis).	Y	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.	See recommendation for Policy Topic #4 (Climate Tools and Analysis).	Y	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.	See recommendation for Policy Topic #4 (Climate Tools and Analysis).	Y	D

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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.	See recommendation for Policy Topic #4 (Climate Tools and Analysis).	Y	D
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.	See recommendation for Policy Topic #4 (Climate Tools and Analysis).	Y	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.	See recommendation for Policy Topic #4 (Climate Tools and Analysis).	Y	D
719	Hart	Anders	Community member	Online Comment Form	8/23/23	RTP Project List			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.	See recommendation for Policy Topic #4 (Climate Tools and Analysis).	Y	D
720	Lewis	Jordan	Community member	Email	8/24/2023	RTP Chapter 4, RTP Appendix J			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.	See recommendation for Policy Topic #4 (Climate Tools and Analysis).	Y	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.	Update Chapter 8 to clarify that implementation of the VMT/capita measure and the new mobility policy will be further addressed following adoption of the RTP. See also Comments #123, #124, #165 and #185. See recommendation for Policy Topic #5 (Regional Mobility Policy Implementation).	Y	D

MTAC recommended changes to the Metro staff recommended actions (9/29/23) are shown in green strikethrough and underscore
MPAC recommended changes to the MTAC recommended actions (10/18/23) are shown in blue strikethrough and underscore

Policy Topic 1 – Investment Emphasis

Key concerns	MPAC RECOMMENDED ACTIONS
<p>The emphasis of investments does not align with regional goals. There is too much investment in freeways relative to the following investments, which need more resources:</p> <ul style="list-style-type: none"> transit service completing gaps in active transportation network addressing the safety needs of urban arterials reducing climate pollution 	<ol style="list-style-type: none"> Ensure Accountability: Ensure project partners for the Interstate Bridge Replacement Program, I-5 Rose Quarter Project, <u>Regional Mobility Pricing Project</u> and the I-205 Toll Project are accountable to adopted commitments and desired outcomes to address safety, climate and equity priorities for each project. ¹ Unbundle and identify ODOT safety projects: Recommend that ODOT unbundle and prioritize safety projects within RTP Project #12095 (\$349 million)(Safety & Operations Projects 2023-2030) to provide more specificity about the location and project details. This would increase transparency and align and leverage proposed local projects on state-owned arterials. It would also enable the projects to be included in the final 2023 RTP analysis. Specific recommendations include: <ol style="list-style-type: none"> Add individual 2024-27 STIP/MTIP projects to the 2023 RTP project list that have the RTP ID 12095 and a cost estimate of \$2 million or greater. ² Add a new project that reflects ODOT's ongoing ADA Program investments in the region. Recommend ODOT continue to host and advertise ODOT presentations on the draft STIP list at TPAC and JPACT and provide opportunities for input on project selection. Recommend ODOT present on the 27-30 STIP program allocations and project selection processes and criteria for safety projects, including the ARTS program that includes safety projects on both the ODOT and local systems. Report on safety investments in the region: Recommend that all transportation agencies provide regular reports to TPAC and JPACT on the location, type and amount of federally-funded safety investments made in the region. These updates would ideally be coordinated with each MTIP cycle and can be used to aid Metro in reporting and evaluating MTIP performance.

¹ JPACT and Metro Council discussions and actions on projects undergoing the NEPA process in the Portland area are listed in Attachment 1.

² The 2024-27 STIP and 2024-27 MTIP include 12 projects (\$66 million in investments) with a cost estimate of \$2 million or greater. These projects are listed in Attachment 2.

10/25/23 MPAC Recommendation to Metro Council on Discussion Items



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Policy Topic 1 – Investment Emphasis	
Key concerns	MPAC RECOMMENDED ACTIONS
	<p>4. Improve the RTP project list development and review process in advance of the 2028 RTP:</p> <ul style="list-style-type: none"> a. Update Chapter 8 in the 2023 RTP to identify post-RTP work in advance of the 2028 RTP Call for Projects. Specific recommendations include: <ul style="list-style-type: none"> i. Recommend Metro convene a group to review of Metro’s existing metrics and tools for evaluating safety, climate and, equity, <u>mobility and economic development</u> impacts of transportation decisions across the RTP, MTIP, RFFA and investment area programs to ensure metrics and tools reflect community and regional priorities. This could lead to recommendations on new tools and/or process improvements that may be needed to better align investment priorities with RTP goals and funding opportunities. ii. Recommend Metro conduct a review of the 2023 RTP project list development process in advance of the 2028 RTP update. The intended outcome of this review is an improved project assessment process that better aligns project selection with community and regional priorities. An improved project assessment process would provide transparency and enable decision-makers to consider the benefits and impacts of multiple projects comprehensively when making investment decisions. This work could be informed by the review of metrics and tools described above, as well as the JPACT subcommittee described below. iii. Recommend Metro create a JPACT subcommittee that guides the 2028 RTP Call for Projects solicitation and prioritization process. The subcommittee should include representation from JPACT, MPAC, ODOT, TriMet, and community and business leaders. iv. Recommend that Metro Council members and staff present to elected councils around the region to highlight the goals of the 2023 RTP and expectations around identification of investment priorities during the scoping phase for the 2028 RTP update. b. Post RTP adoption, recommend all agencies engage community members, community-based organizations, tribes, cities, counties, transportation providers, businesses and other interested parties in the process of identifying and prioritizing locations and projects to address safety, climate, equity and transit needs in advance of the 2028 RTP Call for Projects.

10/25/23 MPAC Recommendation to Metro Council on Discussion Items

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Policy Topic 1 – Investment Emphasis	
Key concerns	MPAC RECOMMENDED ACTIONS
	<p>As part of this work, consider new/innovative data and metrics to benchmark and measure performance on safety and equity.</p> <p>5. <u>Continue to improve coordination and support for small jurisdictions.</u></p> <p>a. <u>Following adoption of the 2023 RTP, develop strategies to support smaller jurisdictions to be more effective for funding opportunities.</u></p> <p>b. <u>Prior to the 2028 RTP Call for Projects, consider strategies to improve coordination on submitting projects on state or multi-jurisdictional facilities.</u></p>

Exhibit C (Part 1) to Ordinance No. 23-1496

10/25/23 MPAC Recommendation to Metro Council on Discussion Items



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Policy Topic 2 – Pricing Policy Implementation	
Key concerns	MPAC RECOMMENDED ACTIONS
<ul style="list-style-type: none"> Concern about whether future MTIP amendments to advance ODOT tolling program projects will be subject to the RTP pricing policies and actions. Toll project analysis has been insufficient to understand the impacts of potential diversion from tolling on traffic and safety on the local system. These details are necessary to understand how tolling will interact with other projects in the RTP and to identify policies and projects to address diversion and safety. <ul style="list-style-type: none"> It is unclear how much diversion from tolling will likely occur and how much diverted traffic is likely to be local travel that should use the local system versus longer distance travel that should be using throughways. Concern about 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. 	<ol style="list-style-type: none"> Update Chapter 8 to identify work needed to address local and regional concerns prior to implementation of tolling projects: <ol style="list-style-type: none"> <u>As established under Oregon Revised Statute Chapter 383, the Oregon Transportation Commission (OTC) is the state’s tolling authority and decision-maker on allocation of toll revenues. The use of toll revenues is subject to federal laws, the Oregon Constitution (Article IX, section 3a), state law, the Oregon Highway Plan, and OTC Policy. Specific allocation decisions regarding the revenues from toll projects are made by the OTC using an extensive public engagement process.</u> <ol style="list-style-type: none"> <u>Tolling efforts for the IBR program will be developed in a bi-state process involving the legislatures, transportation commissions, and departments of transportation from both Oregon and Washington. The OTC and WSTC will jointly determine toll rates and toll policies for the IBR program. However, unlike in Oregon where the OTC determines how toll revenue is spent; in Washington, the Legislature, not the WSTC, has this authority.</u> <u>ODOT has made a series of commitments to ensure that pricing projects contained in ODOT's Urban Mobility Strategy align with the Pricing Policy in the 2023 RTP as documented in Appendix X. To ensure continuing accountability with those commitments, ODOT and JPACT and Metro Council shall coordinate with regional partners (including ODOT) must agree upon and document on a proposed toll revenue sharing approach that directs a portion of toll and/or pricing revenues to projects that to address safety and diversion impacts to local streets from tolling on ODOT facilities and work together to expand transportation options along priced corridors. JPACT and Metro Council shall provide testimony to the OTC in support of their proposedthe collaboratively developed toll revenue sharing approach, and ODOT shall present the approach to the OTC for consideration prior to January 1, 2026.</u> ODOT must bring the work of the Equity and Mobility Advisory Committee (EMAC) into the analysis, discussion and <u>influencing</u> decision-making about the revenue raising potential of tolling and/or pricing <u>consistent with EMAC’s foundational statements accepted by the OTC. Due to the bi-state nature of the IBR program, the advisory committees established by ODOT for the Oregon Toll Program will not be the entities utilized for the IBR program. The IBR program will</u>

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10/25/23 MPAC Recommendation to Metro Council on Discussion Items



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Policy Topic 2 – Pricing Policy Implementation

Key concerns	MPAC RECOMMENDED ACTIONS
<ul style="list-style-type: none"> 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. 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 per capita GHG and VMT reduction targets. 	<p><u>work with the OTC and WSTC to identify the process for incorporating public, advisory group, and partner agency input around toll rate-setting and policies. ODOT shall, however, seek opportunities to incorporate the equity framework of the EMAC, where appropriate, into all pricing programs. ODOT shall, however, seek opportunities to incorporate the equity framework of the EMAC, where appropriate, into all pricing programs.</u></p> <p>c. ODOT will <u>should-evaluate, document and address diversion on local routes where diversion is identified at the mobility corridor level</u> as part of the <u>ongoing NEPA projects underway</u> analyses consistent with <u>Federal R</u> requirements and the additional commitments made by ODOT referenced in Key Policy Topic 2 Recommended Action 1.a. Consistent with these commitments and to inform decision-making, - ODOT/<u>RMPP technical team should produce</u> shall provide participating agencies with technical information regarding anticipated short- and long-term safety and mobility impacts resulting from tolling, including but not limited to <u>one set of maps for each RMPP Option based on select-link analysis that show the major routes in the region conveying vehicles to/from I-5/I-205, including identified mobility corridors. series of flow bundle (select link) maps that can visualize the origins and destinations of users of I-5 and I-205 for the different RMPP project options</u></p> <p>d. TPAC and JPACT should identify what is reconciled and not reconciled with the ODOT nexus project list and ODOT Public Transportation Strategy projects so there is a clear way to track post RTP adoption.</p> <p>d. <u>Consistent with the ongoing I-205 NEPA processes, ODOT will utilize the Metro Regional Travel Demand Model and other models that rely on state, regional and local data to evaluate tolling options for I-205. ODOT will conduct a separate analysis to determine if a managed lane concept on I-205 between OR43 and Stafford Road is viable. This analysis will include an evaluation of using one or more managed lanes to address congestion, raise revenues for needed expansion, and minimize diversion in the project area. ODOT must utilize local data and conditions to complete an analysis of the potential for using one or more managed lanes to address congestion, raise revenues for needed expansion, and minimize diversion created by the I-205 Toll Project within the project area from OR 43 to the Stafford Road interchange.</u></p> <p>e. JPACT and Metro Council <u>should-shall</u> clarify expectation of ODOT to prepare findings that document how the RTP pricing policies and actions, and previous ODOT commitments</p>

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Policy Topic 2 – Pricing Policy Implementation	
Key concerns	MPAC RECOMMENDED ACTIONS
	<p>adopted by JPACT and with the Metro Council are addressed when requesting JPACT and the Metro Council consideration of future MTIP amendments for toll projects.</p> <p>f. Revise Page 8-68, Section 8.3.1.6 to add: <u>“As the I-205 Toll Project develops and future phases and cost adjustments are amended into the MTIP, reports shall be submitted documenting consistency on compliance with the Chapter 3 Pricing Policies.”</u></p> <p>g. Revise Page 8-70, Section 8.3.1.7 to add: <u>“As the I-5 & I-205 Regional Mobility Pricing Project develops and future phases and cost adjustments are amended into the MTIP, reports shall be submitted documenting consistency on compliance with the Chapter 3 Pricing Policies.”</u></p> <p><u>h.2. Amend the RTP Constrained Project List to split the I-5 and I-205: Regional Mobility Pricing Project (RTP #12304) into two phases, retaining only the preliminary engineering (PE) phase in the RTP Constrained Project List and moving the construction-related phases (RW, UR, CN and OT) to the RTP Strategic Project List.</u></p>

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10/25/23 MPAC Recommendation to Metro Council on Discussion Items



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Policy Topic 3 – Regional transportation funding

Key concerns	MPAC RECOMMENDED ACTIONS
<ul style="list-style-type: none"> There is insufficient funding to meet the region’s currently identified needs and RTP goals; the gas tax continues to fall behind in the near-term; and is not viable in long-term, yet it is unclear whether new revenues such as congestion pricing, VMT/road user fee will fill this gap. Regional consensus is on how to prioritize investments made with existing or new funding. Existing funding streams tend to under-invest in transit and multimodal improvements. 	<ol style="list-style-type: none"> Expand regional efforts on transportation funding: Update Chapter 8 and RTP adoption legislation to recommend preparing a JPACT work plan to focus on increasing and accelerating regional transportation investments. The work plan should address: <ol style="list-style-type: none"> developing state and federal funding legislative priorities position supported by JPACT and the Metro Council, such as including the need to maintain the transportation system, invest more in transit and active transportation, address resiliency of bridges and the system, and create dedicated funding for active transportation, transit, <u>Great Streets</u> and Willamette River and other major bridges; dedicating resources and coordination to increase region’s competitiveness for emerging BIL federal funding opportunities; and pursuing transportation funding, including new funding sources to replace the gas tax, in the 2025 legislative session and federal funding opportunities; dedicating staff time to assess whether new revenues such as congestion pricing, a VMT/road user fee and changes to user fees and taxes on gasoline sales and other aspects of travel can provide the necessary funding building on the equitable funding research conducted as part of the 2023 RTP update; <u>and</u> <u>developing effective strategies to fund and implement transportation infrastructure in Urban Growth Boundary expansion areas and adjacent networks to meet urban multimodal standards and support complete communities consistent with the Regional Growth Concept.</u> Work to secure sustainable, long-term funding to meet the region’s demand for increased frequent and reliable transit service to meet climate and other goals: As part of the legislative priorities in recommendation #1, advocate for the 2025 Legislature to fund increased transit service and transit-supportive investments, including community-based services that complement regional service, at levels needed to meet the region’s state-mandated climate target.

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Policy Topic 4 – Climate Tools and Analysis

Key concerns	MPAC RECOMMENDED ACTIONS
<ul style="list-style-type: none"> RTP climate analysis and Climate Smart Strategy should better inform RTP investment priorities. Statewide Transportation Strategy (STS) assumptions need to be updated. Tools for climate analysis in the RTP, MTIP/RFFA and other investment decisions need to be improved. 	<ol style="list-style-type: none"> Update RTP Climate Analysis and Findings: Update the climate analysis to reflect the 2023 RTP, vehicle fleet mix and turnover rates today and report this information back to policymakers and in Chapter 7 and Appendix J, with recommendations to use the updated assumptions as the basis of future climate analysis. Update RTP climate assumptions in Chapter 7 and Appendix J to: <ol style="list-style-type: none"> Describe which state assumptions are required to be used in the RTP climate analysis and why. Document state assumptions in more detail, including a table describing key state assumptions (e.g., vehicle fleet turnover rate, share of SUV/light truck vs. passenger vehicles, share of electric vehicles), as well as current trends with respect to these assumptions and discussions of state policies, programs or other actions the state is taking to support the state assumptions used in the RTP climate analysis. Describe that the region will not meet its targets if the state assumptions used in the analysis are not met, along with the results of the RTP 23+AP scenario, which quantifies how much the region falls short of its targets if the Statewide Transportation Strategy (STS) assumptions are not included in the analysis. Describe current trends in GHG emissions, both in the region and state, and nationally, based on DARTE and other inventory sources. Use the updated assumptions as the basis of future climate analysis. Advocate for updates to Statewide Transportation Strategy (STS) assumptions: Submit a letter to state agencies encouraging a review of and update to key state assumptions used to set the regional GHG targets, highlighting the need for an update to the STS Monitoring Report that compares the STS assumptions to recent trends and policy changes, and identifies actions needed to achieve STS assumptions that are not on track. Continue to improve climate analysis tools: Update Chapter 8 and Appendix J to describe future efforts to continue to improve climate analysis tools and capabilities to

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Policy Topic 4 – Climate Tools and Analysis	
Key concerns	MPAC RECOMMENDED ACTIONS
	<p>inform policy and investment decisions that have climate impacts.</p> <p>5. Take action to support Federal and State electrification efforts: Update Chapter 8 to <u>identify actions for improved coordination and assessing the needs and gaps in add creation of a regional electric vehicle (EV) action plan that identifies</u> local and regional actions to advance transportation electrification in the greater Portland region a way that complements existing state and federal policies and programs. <u>Elements of the action plan Potential local and regional actions</u> may include:</p> <ul style="list-style-type: none"> • setting a vision for what the electrified future looks like, describing roles and responsibilities in the private sector and at various governmental levels in helping to achieve that vision; • identifying gaps in current private/federal/state actions that local and regional agencies can fill and identifying potential implementation actions that address identified gaps and sources of implementation funding. This could include such actions as: best practices for ensuring EV charger availability at multi-family developments - starting with those funded by Metro via the TOD and Affordable Housing programs; • making shared EVs available (e.g., expanding car sharing and shared e-bikes/scooters, including via both site and citywide deployments); providing access to e-bikes (e.g., providing free trials at events, funding consumer rebates); • preparing EV-ready code amendments to ensure that it is easy and cheap to install EVs, especially at new multifamily development; • partnering with businesses to increase charger availability at retail and other common opportunity-charging destinations; and • siting and funding a limited number of high-profile public charging demonstration projects (e.g., Electric Avenue).

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Policy Topic 5 – Mobility Policy Implementation	
Key concerns	MPAC RECOMMENDED ACTIONS
<ul style="list-style-type: none"> The regional mobility policy is a critical step toward investments that prioritize safety, mobility and equity. The current project list does not reflect the influence of that policy because it is new. Remaining regional mobility policy work needs to be completed to support local, regional and state implementation through transportation system plans, RTP and the Oregon Highway Plan. 	<ol style="list-style-type: none"> Update Chapter 8 to identify the remaining work needed to support implementation of the regional mobility policy and the process to complete the work: <ol style="list-style-type: none"> Describe the work that will be completed as part of the Regional Transportation Functional Plan update (2024-25) and in coordination with the statewide CFEC implementation program and Oregon Highway Plan update that is underway. Describe that local implementation of the regional mobility policy would follow adoption of updates to the Regional Transportation Functional Plan and Oregon Highway Plan. Describe the timeline and process to support local implementation of the mobility policy in transportation system plan and comprehensive plan amendments. Define future analysis needed to determine <u>an appropriate throughway speed threshold reliability metrics</u> for <u>signalized</u> throughways and that this work will be completed <u>in collaboration with affected jurisdictions and TPAC</u> as part of the Regional Transportation Functional Plan update (2024-25) and in coordination with the update to the Oregon Highway Plan (2023-24). Clarify what land use decisions the regional mobility policy applies to in coordination with the statewide CFEC implementation program that is underway. Include a task to develop an approach for evaluating household-based VMT per capita to aid cities and counties when making land use decisions in the Portland area in coordination with the statewide CFEC implementation program that is underway. Include a task to finalize guidance for measuring system completeness for both transportation demand management (TDM) and transportation system management and operations (TSMO). Include a task to reconsider use of the VMT/employee measure. <u>Update Chapter 3 of the RTP to acknowledge that additional work remains that will inform implementation actions.</u> <ol style="list-style-type: none"> <u>Delete Section 3.2.5.2 (Mobility policy system planning actions) and Section 3.2.5.3 (Mobility policy plan amendments evaluation actions).</u>

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Additional MPAC Discussion Item 1

MPAC concerns	MPAC RECOMMENDED ACTION
<ul style="list-style-type: none">The expected reduction in crashes reported in the project description does not account for safety impacts of tolling that will be analyzed through the NEPA process underway.Concern about the potential for more fatal and serious injury crashes on urban arterials due to diversion of throughway travel on arterial streets if tolling is implemented on I-205.	<p>1. <u>Amend the description of RTP Project #12099 (I-205 Toll Project (PE) to delete the summary of expected project safety impacts, as follows: "...I-205 in the project area has numerous sites that rank in the top 5 or 10 percent of sites according to 2019 data from the Safety Priority Index System (SPIS), ODOT's systematic scoring method for identifying potential safety problems on state highways based on the frequency, rate, and severity of crashes. Due to the proposed highway improvements (tolling and lane configuration changes) the number of crashes on I-205 in the project area, including crashes resulting in fatalities and injuries, is expected to be 26% lower (representing 144 total crashes)."</u></p>



2023 REGIONAL TRANSPORTATION PLAN UPDATE

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

October and November 2023

October	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 recommended actions in response to public comments (focus on key policy 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 (focus on key policy topics identified for MPAC discussion)
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	Metro Council	<ul style="list-style-type: none"> DISCUSSION: 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
	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



Engagement and outreach summary

2023 Regional Transportation Plan

Metro updated the Regional Transportation Plan by working with the public and partners across the greater Portland region to understand existing needs and priorities for all forms of travel – driving, transit, biking and walking – and the movement of goods and services throughout the region.

2021

November

Community leaders' forum #1 focused on community transportation priorities and engagement opportunities for the RTP update.

December

41 interviews with local, regional, and state public officials and staff, business groups and community-based organizations informed the 2023 RTP work plan and engagement plan.

2022

April

RTP online public survey #1 collected feedback from 1,372 participants across the region on the RTP vision and goals (*Feb. – April*)

Community members from across the region provided input on transportation needs and priorities at **focus groups conducted in Mandarin, Russian, Spanish and Vietnamese**.

July

A **Climate and transportation panel discussion** featured national experts sharing best practices and tools for assessing and monitoring climate impacts of transportation.

October

A listening session with **Black, Indigenous, and People of Color small business owners** focused on transportation challenges and strategies across the region. **April**



Community leaders' forum #2 focused on the community leaders' desired outcomes for the RTP process and community transportation challenges and opportunities across the region.

RTP online public survey #2 collected feedback from 1,191 participants across the region on how people get around, their priority types of transportation investments and priorities for transit investments. (*Sept. – Oct.*)

Community members across the region were engaged in the High Capacity Transit (HCT) Strategy at **10 public events** with TriMet's Forward Together. (*Oct.*)

2023

February to April

Seven community based organizations serving under-represented and marginalized communities engaged in the 2023 RTP and High Capacity Transit Strategy, reaching more than 350 people in Clackamas, Multnomah and Washington Counties. (*Feb. – Aug.*)

High Capacity Transit Strategy online open house and survey shared the HCT vision and priorities and asked participants for their feedback on the vision and HCT priorities. It was viewed over 800 times and the survey collected 354 responses. (*Jan. – March*)

Language-specific in-person forums provided information and opportunities for feedback on transportation needs, priorities and the draft 2023 RTP project list in Russian, Vietnamese, Chinese, and Spanish. Participants were from across the region.

Community leaders' forum #3 focused on the initial RTP high level assessment findings, investment priorities and how to provide feedback on the proposed investments.

May

A **regional transportation business forum** co-hosted by the Portland Business Alliance included a discussion about the transportation concerns and priorities of businesses in greater Portland.

High Capacity Transit business focus group collected input from business organizations on needs and priorities for high capacity transit investments.

RTP online public survey #3 collected input from 884 people across the region on their priority investment categories and the projects in the draft project list.

July and August

Final, 45-day public comment period, included federal and state consultation activities, public hearings and invited mail, email and phone comments *(July – Aug.)*

RTP online public survey #4 collected feedback from 663 people across the region on the public review draft 2023 Regional Transportation Plan and High Capacity Transit Strategy. *(July – Aug.)*

RTP online comment form collected comments from 269 people, including jurisdictional/agency partners, on the public review draft 2023 Regional Transportation Plan and High Capacity Transit Strategy. *(July – Aug.)*

40 letters, 50 emails and testimony received from agencies, organizations, and individuals on the public review draft 2023 Regional Transportation Plan and High Capacity Transit Strategy. *(July – Aug.)*



Regional advisory committees and consultations

The 2023 RTP update was guided by regional and local decision-makers and transportation agencies across greater Portland. Metro consulted with Tribes, federal and state agencies throughout the RTP update process.

21 Metro Council meetings

30 Joint Policy Advisory Committee on Transportation (JPACT) and Metro Policy Advisory Committee (MPAC meetings)

6 JPACT/Council workshops

3 Committee on Racial Equity (CORE) meetings

45 Transportation Policy Alternatives Committee (TPAC) and Metro Technical Advisory Committee (MTAC) workshops and meetings

County Coordinating Committee meetings throughout 2021-23

7 High Capacity Transit Strategy working group meetings

6 consultation meetings with federal, state and regional agencies

6 consultation meetings with Tribes

Learn more

Visit oregonmetro.gov/rtp to find out more about the outreach activities for the 2023 Regional Transportation Plan.

**Discussion of MPAC
recommendation and TPAC
recommendation to JPACT
on adoption of the 2023
HCT Strategy**
Work Session Topics

Metro Council Work Session
Tuesday, November 7th, 2023

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 policies 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 policies, 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 to support 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

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 an additional public hearing on the 2023 HCT Strategy on November 30, 2023; now therefore,

BE IT RESOLVED that:

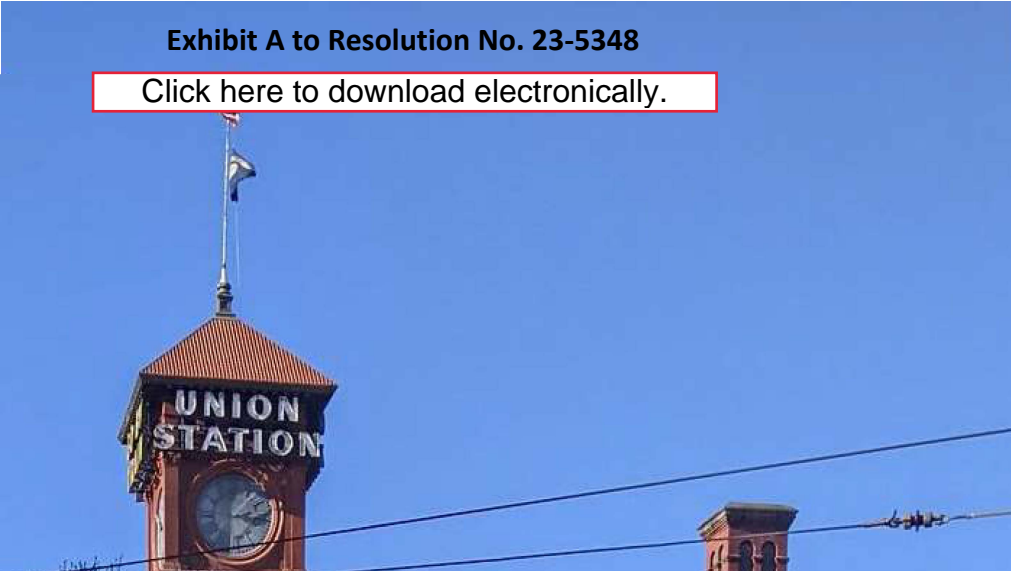
1. The Metro Council adopts the 2023 High Capacity Transit Strategy attached to this Resolution as Exhibit A as a component of the 2023 Regional Transportation Plan that complements the 2018 Regional Transit Strategy.
2. The "Summary of Comments Received and Recommended Actions," attached as Exhibit 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



HIGH CAPACITY TRANSIT Strategy



Exhibit B to Resolution No. 23-5348
2023 HCT Strategy Summary of Comments and Recommended Actions
(comments received 7/10/23 to 8/25/23)

September 29, 2023

Items for Consideration: Comments on Public Review Draft 2023 High Capacity Transit Strategy									
Comment #	Last Name	First Name	Affiliation	Method	Date received	Comment proposes a change? (Y/N)	Summary of Comment and Proposed Change Identified in Comment (changes shown in bold-strikeout and <u>underscore</u>)	Metro Staff Recommended Action in Response to Comment (changes shown in bold-strikeout and <u>underscore</u>)	Change Recommended (Y/N/TBD)
1	Bubenik	Frank	City of Tualatin	Letter	8/24/2023	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
2	Iannarone	Sarah	The Street Trust	Letter	8/25/2023	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
3	Lueb	Heidi	City of Tigard	Letter	8/25/2023	N	Expresses support for Southwest Corridor Light Rail project as a “Tier 1” near-term priority corridor.	No change recommended. Comment noted.	N
4	Lueb	Heidi	City of Tigard	Letter	8/25/2023	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
5	Lueb	Heidi	City of Tigard	Letter	8/25/2023	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
6	Charles	John	Cascade Policy Institute	Letter	8/25/2023	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	No changes recommended. While the share of regional jobs accessible by transit (within 45 minutes during peak hours) is low (7%), 64% of jobs were located within walking distance of a frequent transit station.	N

Exhibit B to Resolution No. 23-5348
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							<p>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.</p>	<p>The COVID-19 pandemic has reduced the central city's role and travel draw, but it is still a major center and travel destination. We've seen other centers increase in relative travel draw during this period, to a level closer to that of the central city. We also saw travel patterns change. While many more people stayed working from home, many trips to destinations besides work (e.g., services, commerce, restaurants, medical) via transit held steady. Further, we are seeing travel patterns continue to change - many people are back in the office a few days a week with more flexibility around hours that has shifted peak travel times. Ridership during the pandemic also declined the least on routes/corridors serving retail and service sector jobs and lower-income areas and areas with households with limited access to personal vehicles. Ridership is still down (about 30%) and the 2023 RTP makes more modest assumptions about ridership due to that (including that 10-30% of riders have not returned in 2025). However, ridership is anticipated to increase as service fully recovers and increases with implementation of Forward Together which also responds to changing travel patterns to increase efficiency as well as other factors (e.g., growth, transit-supportive actions, additional investment through the 2023 RTP project list).</p> <p>The 2023 RTP base year (2020) has about 82,000 jobs in the central city central business district and then an additional 75,000 jobs within the central city but outside the CBD and this number is expected to increase by 13% by 2045 to add another 30,000 jobs. So in short, the central city is still an important center for jobs and commerce. However, so are regional centers and reflecting that and enhancing key connections to these growing hubs was a key part of updates in TriMet's Forward Together service concept as well as the High Capacity Transit Strategy.High capacity transit plays an important role in connecting growing major travel centers and needs a higher level of capital investment to achieve the capacity for serving the higher number of trips along these corridors, as well as to provide comfort, convenience similar to driving to encourage mode shift. These are also important collaborative regional projects to transform corridors into transit-supportive environments.</p> <p>The High Capacity Transit Strategy reaffirms a regional commitment to improving high capacity transit service along the Beaverton to Wilsonville major travel corridor, which could include improvements to WES and/or complementary service via another mode. The strategy also affirms that additional study is needed given the unique opportunities and challenges for this corridor to identify the right solution.</p> <p>The High Capacity Transit Strategy does focus on connections to centers outside of the central city to move away from the hub and spoke system focused on the central city, to creating broader, more gridded connections between other regional and town centers in areas across the region (as identified in the 2040 Growth Concept). As mentioned previously, TriMet's Forward Together service concept shifts service emphasis from the central city to more of these centers of jobs and commerce elsewhere in the region.</p>	

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								<p>The Connecting First and Last Mile Study outlined in Section 8.2.3.3 will expand on work done by partners to create a policy framework and strategy for microtransit and other local transit solutions in the region. TriMet already provides the Honored Citizen discount hop pass program which both provides reduced fare and allows for collecting of ridership information. This is supported by Transit Policy 11 in the RTP which encourages additional actions making transit affordable to those with low incomes. Metro's transit-oriented development projects opening between just between January 2021 and June 2022 will generate 260,325 additional transit trips annually. Each year, over 1.65 million more travel trips are made by transit, rather than by car, as a result of TOD program supported projects. TOD projects increase the supply of housing in areas with lower commuting costs. As needs in the region have changed, the large majority of new TOD supported projects now include affordable units. Projects opening this period provided 866 housing units, including 788 regulated affordable units. To date, the TOD program has supported construction of approximately 6,281 housing units. Of these, approximately 2,677 are set aside for households earning 60% or less than the area medium income.</p> <p>This comment has also been forwarded to TriMet for consideration.</p>	
7	O'Brien	Tara	TriMet	Email	8/22/2023	Y	Reconcile report title with text- change "High Capacity Transit Strategy Update" references throughout to "High Capacity Transit Strategy".	Amend as requested.	Y
8	O'Brien	Tara	TriMet	Email	8/22/2023	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
9	O'Brien	Tara	TriMet	Email	8/22/2023	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
10	O'Brien	Tara	TriMet	Email	8/22/2023	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

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11	O'Brien	Tara	TriMet	Email	8/22/2023	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 page 49 to add a call-out box as follows: " <u>High capacity transit provides substantial benefits to riders, in the form of increased service, higher capacity vehicles, enhanced amenities, specific branding, and other features. Traditionally, these types of investments have included important and also substantial corridor-wide investments in cycling and walking facilities, lighting and safety enhancements, and overall infrastructure upgrades (e.g., pavement, sidewalk replacement, stormwater, signals). While these provide a greatly-improved corridor when complete, these projects are very costly (at and often beyond the funding limits of a Small Starts or New Starts grant) and some corridor upgrades can be tangential to the purpose and need of the core transit project investments. These trade-offs and considerations are not unique to greater Portland. Other regions and agencies nationally have grappled with the same opportunities and challenges and pursued innovative and/or more nimble, flexible and less costly approaches to implementing a rapid bus network. Examples include pursuing projects more focused on transit investments (within the funding limits of a Small Starts grant) and or engaging in planning a rapid bus system that allows more corridors to move through project development at the same time. The 2023 Regional Transportation Plan outlines future work on a Bus Rapid Transit Implementation Plan that will advance the High Capacity Transit Strategy to consider how to best apply these types of strategies and implement Frequent Express investments within the framework of the high capacity transit vision to serve our region's goals.</u> "	Y
12	O'Brien	Tara	TriMet	Email	8/22/2023	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
13	O'Brien	Tara	TriMet	Email	8/22/2023	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
14	O'Brien	Tara	TriMet	Email	8/22/2023	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
15	O'Brien	Tara	TriMet	Email	8/22/2023	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
16	O'Brien	Tara	TriMet	Email	8/22/2023	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
17	O'Brien	Tara	TriMet	Email	8/22/2023	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</u> comfortable to use."	Amend as requested.	Y

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18	O'Brien	Tara	TriMet	Email	8/22/2023	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> "	Amend HCT strategy page 49 to add a call-out box as follows: " <u>High capacity transit provides substantial benefits to riders, in the form of increased service, higher capacity vehicles, enhanced amenities, specific branding, and other features. Traditionally, these types of investments have included important and also substantial corridor-wide investments in cycling and walking facilities, lighting and safety enhancements, and overall infrastructure upgrades (e.g., pavement, sidewalk replacement, stormwater, signals). While these provide a greatly-improved corridor when complete, these projects are very costly (at and often beyond the funding limits of a Small Starts or New Starts grant) and some corridor upgrades can be tangential to the purpose and need of the core transit project investments.</u> These trade-offs and considerations are not unique to greater Portland. Other regions and agencies nationally have grappled with the same opportunities and challenges and pursued innovative and/or more nimble, flexible and less costly approaches to implementing a rapid bus network. Examples include pursuing projects more focused on transit investments (within the funding limits of a Small Starts grant) and or engaging in planning a rapid bus system that allows more corridors to move through project development at the same time. The 2023 Regional Transportation Plan outlines future work on a Bus Rapid Transit Implementation Plan that will advance the High Capacity Transit Strategy to consider how to best apply these types of strategies and implement Frequent Express investments within the framework of the high capacity transit vision to serve our region's goals."	Y
19	O'Brien	Tara	TriMet	Email	8/22/2023	Y	Add table title and text below table: <u>These elements are 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
20	O'Brien	Tara	TriMet	Email	8/22/2023	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 engagment 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
21	O'Brien	Tara	TriMet	Email	8/22/2023	Y	Amend as follows: " <u>For 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."	Amend HCT strategy page 49 to add a call-out box as follows: " <u>High capacity transit provides substantial benefits to riders, in the form of increased service, higher capacity vehicles, enhanced amenities, specific branding, and other features. Traditionally, these types of investments have included important and also substantial corridor-wide investments in cycling and walking facilities, lighting and safety enhancements, and overall infrastructure upgrades (e.g., pavement, sidewalk replacement, stormwater, signals). While these provide a greatly-improved corridor when complete, these projects are very costly (at and often beyond the funding limits of a New Starts grant) and some corridor upgrades can be tangential to the purpose and need of the core high capacity investments.</u>	Y

STAFF REPORT: IN CONSIDERATION OF RESOLUTION NO. 23-5348 ADOPTING THE 2023 HIGH CAPACITY TRANSIT STRATEGY

Date: October 17, 2023
Department: Planning, Research and Development
Meeting Date: November 7, 2023

Presenters: Catherine Ciarlo, Director
Planning, Development & Research
Department
Ally Holmqvist, Senior Transportation
Planner

Prepared by: Ally Holmqvist, Senior
Transportation Planner

ISSUE STATEMENT

The 2023 Regional Transportation Plan (RTP) update recognizes that we are at a pivotal moment as the greater Portland region continues grow – steadily, diversely, and differently – in the face of challenges including climate change, systemic racism and inequity, job accessibility (e.g., jobs/housing balance, travel time and reliability), and affordability, and changing travel and commerce in the wake of the pandemic. If we want to become the region we envisioned in our 2040 Growth Concept, Climate Smart Strategy, and 2018 Regional Transportation Plan and Regional Transit Strategy we must continue improving transit’s accessibility, frequency, convenience, and reach.

Fast, convenient and linked to the broader transit and transportation network – high capacity transit provides a viable, more affordable alternative to driving that helps minimize congestion as our region continues to grow which is critical to meeting our climate and equity goals. High capacity transit is the backbone of the 2040 Growth Concept and Climate Smart Strategy, as well as the transit network vision in the Regional Transportation Plan which is a key tool for implementing these foundational regional documents. That vision includes connecting the central city and regional and town centers across the region through high capacity transit – linking people to hubs of commerce and supporting development in dense areas with a mix of housing and jobs to support healthy, equitable communities and a strong economy.

The High Capacity Transit (HCT) Strategy, a component of the Regional Transportation Plan (RTP), is the framework for guiding regional high capacity transit system investments – categorizing corridors where a higher quality of service would most benefit the most people. The update brought together greater Portland partners and community members to expand and renew our shared vision for investing in a high capacity transit system that serves everyone. It re-assessed and re-evaluated the region’s high capacity transit system to address new policy questions around the future of high capacity transit in our region, re-envisioned the regional high capacity transit network with rapid bus, and built on the previous work done identifying community priorities to create a “pipeline” of corridor investments in the region competitive for federal funding. This pipeline provides the roadmap to realizing our vision for the future of high capacity transit in the region, clearly

identifying where we need to focus efforts next to build in a way that advances regional goals and priorities.

By updating our strategy for high capacity transit, we have envisioned a stronger backbone for the network that will set the stage for future work to look at potential solutions improving its connections.

ACTION REQUESTED

Discuss MPAC recommendation and TPAC recommendation to JPACT on Resolution No. 23-5348 for the purpose of adopting the 2023 High Capacity Transit Strategy in preparation for considering a recommendation at the November 30 meeting.

POLICY OPTIONS FOR COUNCIL TO CONSIDER

1. Approve Resolution No. 23-5348 as recommended by JPACT and MPAC.
2. Approve Resolution No. 23-5348 with changes.
3. Do not recommend approval of Resolution No. 23-5348, and refer back to JPACT.

RECOMMENDED ACTION

Staff recommends Metro Council consider approving resolution No. 23-5348 as recommended by JPACT and MPAC at the November 30 meeting.

ANTICIPATED EFFECTS AND BUDGET IMPACT

The following are anticipated effects of this action:

- Staff will produce a final 2023 High Capacity Transit Strategy that reflects recommended changes identified in Exhibit B to Resolution No. 23-5348.
- A targeted review and update of the Regional Transportation Functional Plan will occur to ensure that the functional plan language and provisions are consistent with and adequately reflect new and updated transit vision and policies adopted in the 2023 RTP.
- The Regional Transportation Functional Plan will subsequently be implemented through future local Transportation System Plan updates.
- The 2023 High Capacity Transit Strategy will inform future regional planning and investment decisions and ongoing performance monitoring to meet state and federal requirements.

No additional financial impact is anticipated beyond the adopted budget.

STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION

Regional Policy Context

Consistent with the policy context, the update to the HCT Strategy was also informed by, coordinated with, and developed to be consistent with other recent regional study, planning efforts and/or work underway.

Table 1. Regional Policy Context for the HCT Strategy

Plan	High Capacity Transit Policy Context
2040 Growth Concept	<p>High capacity transit is a key element of connecting the central city and regional centers like Gresham, Clackamas and Hillsboro as envisioned in the land use plan. The HCT Strategy supports implementation of the 2040 Growth Concept and expands the role of high capacity transit to connecting regional and town centers as well.</p>
Climate Smart Strategy (CSS)	<p>The CSS provides clear direction to invest more in making our transit system more convenient, frequent, accessible and affordable in order to meet regional sustainability goals and objectives. The HCT Strategy implements the policies and strategies identified in the Climate Smart Strategy to provide more transportation choices and supports transitioning to a net zero clean fleet to reduce greenhouse gas emissions to meet state, regional, and local climate goals. The CSS also includes near-term actions for Metro and partners related to high capacity transit that are forwarded by the HCT Strategy, including:</p> <ul style="list-style-type: none">• Expand transit service to serve communities of concern, transit-supportive development and other potential high ridership locations; and• Expand partnerships with transit agencies, cities, counties and ODOT to implement capital improvements in frequent bus corridors (including dedicated bus lanes, stop/shelter improvements, and intersection priority treatments) to increase service performance.
2023 Draft Regional Transportation Plan (RTP) Update	<p>Key policy focus area work and updates completed as part of the 2023 Draft RTP update also informed the HCT Strategy:</p> <ul style="list-style-type: none">• 2020 Equity Focus Areas and High Injury Corridor Designations,• Regional Mobility Policy,• Safe and Healthy Urban Arterials Policies,• Affordability and Anti-Displacement Policies, and• Equitable Finance Strategies.
Regional Transit Strategy (RTS)	<p>Key focus areas of the RTS vision include high capacity transit investments, such as light rail and bus rapid transit. The RTS also identified many actions for Metro and partners to take in supporting those focus areas that are forwarded by the HCT Strategy, including:</p> <ul style="list-style-type: none">• Invest in High Capacity Transit corridors;• Provide new community and regional transit connections to improve access to jobs and community services and make it easier to complete some trips without multiple transfers; and• Design transit streets to prioritize curb access for transit vehicles and minimize conflicts with other modes.

Regional Framework Plan, the Urban Growth Management Functional Plan, and the Regional Transportation Functional Plan	<p>The HCT Strategy implements the goals and policies of the Regional Framework Plan, the Urban Growth Management Functional Plan (Title 6: Centers, corridors, Station Communities and Main Streets) and the Regional Transportation Functional Plan (Section 3.08.120 Transit System Design).</p>
Other Regional Plans	<p>The HCT Strategy was informed by other regional efforts either completed or currently underway:</p> <ul style="list-style-type: none"> • Mobility Corridors Atlas, • Strategic Plan to Advance Racial Equity, Diversity and Inclusion and Equity Framework, • Southwest Corridor Equitable Development Strategy and Locally Preferred Alternative, • Division Transit Locally Preferred Alternative, • Designing Livable Streets and Trails Guide, • Regional Framework for Highway Jurisdictional Transfer • Regional Congestion Pricing Study, • Transportation System Management and Operations Strategy, • Tualatin Valley Highway Corridor Study, • 82nd Avenue Corridor Study, • Transit-Oriented Development Strategic Plan, • Emerging Transportation Trends Study, and • Climate Smart Strategy Update.
State Plans	<p>The HCT Strategy is consistent with and implements the goals of the following statewide goals and plans:</p> <ul style="list-style-type: none"> • Oregon Transportation Plan (OTP), • Oregon Public Transportation Plan (OPTP), the transit modal plan of the OTP, • Oregon Transportation Options Plan, and • Transportation Planning Rule (TPR), Chapter 660, Division 12. <p>The HCT Strategy was also informed by the Oregon State Rail Plan and Implementation Plan and Oregon Passenger Rail Development Plan.</p>
Transit Agency Plans	<p>The HCT Strategy is consistent with the future transit plans and strategies defined by transit agencies in:</p> <ul style="list-style-type: none"> • TriMet: Forward Together, Unified Service Enhancement Plans, Reimagining Public Safety and Security Plan, Better Bus/Enhanced Transit Concept Analysis, Coordinated Transportation Plan for Elderly and People with Disabilities, Pedestrian Plan, Equity Lens/Index, Red Line MAX Extension Transit-Oriented Development & Station Area Planning; • SMART: Transit Master Plan and Bus on Shoulder Pilot; • City of Portland: Portland Streetcar System Concept Plan and Strategic Plan; • Clackamas County: Transit Development Plan; and

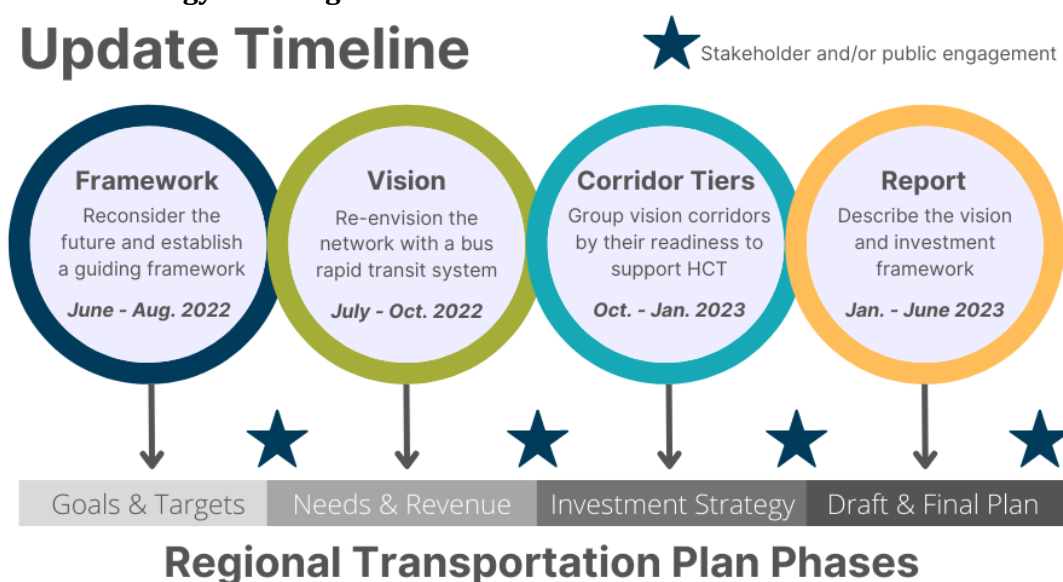
	<ul style="list-style-type: none"> Washington County Transit Study (anticipated 2023) and Transit Development Plan.
Other Agency Plans	<p>The HCT Strategy was informed by other regional efforts either completed or currently underway:</p> <ul style="list-style-type: none"> Clackamas County: Clackamas to Columbia Corridor Plan, Southwest Washington Regional Transportation Council: Clark County High Capacity Transit System Study, City of Hillsboro: Sunset Highway Corridor Study, and City of Portland: Enhanced Transit Corridors Plan and Transit and Equitable Development Assessment.

Planning Process and Community and Stakeholder Engagement

The 2023 HCT Strategy [update](#) was led by a project management team including staff from Metro’s Planning, Research and Development, Investment Areas and Land Use and Development Departments and TriMet’s Mobility, Planning and Policy and Major Projects Divisions. That team met regularly with a Transit Working Group that included partner representatives from SMART, Portland Streetcar, City of Portland, Clackamas County, Multnomah County, Washington County, ODOT, C-TRAN and Southwest Washington Regional Transportation Council to share work and solicit feedback. Metro staff also engaged other regional transit providers and interested organizations throughout the update.

The update process included four key phases from June 2022 to November 2023 with staff returning to Metro Council and advisory committees, stakeholders and community for guidance to inform each milestone. This work plan and supporting public engagement approach were developed to align with the timeline, key milestones, and engagement efforts for the 2023 RTP.

Figure 1. HCT Strategy Planning Phases and Process



For the first phase of the update, input collected through 2023 RTP scoping process as well as recent transportation related engagement over the last five years informed development of the HCT policy framework. Contracts with community based organizations coordinated with the 2023 RTP supported involving community members from communities of color, youth and people with disabilities, who have been historically underrepresented in decision making and are more likely to rely on transit in subsequent phases of the update. Surveys, focus groups and forums, formal consultations, interviews and public events conducted individually or in partnership with other transportation planning efforts then rounded out the broader engagement activities supporting the update (see [Appendix A](#) to the 2023 HCT Strategy and [Appendix D](#) to the 2023 RTP include more information).

Table 2. HCT Strategy Update Public and Stakeholder Engagement

Activity	Events
Public Online Surveys	<ul style="list-style-type: none"> 2 Surveys as part of an RTP survey (summer 2022 and summer 2023) 1 HCT online open house and survey (winter 2022-2023)
Focus Groups and Forums	<ul style="list-style-type: none"> 3 Meetings with RTP Community Leaders Forum and Westside Multimodal Improvement Study Business Forum (joint events) 2 Meetings with Clackamas County Small Transit Providers 2 Meetings with TriMet's CAT 3 Meetings with TriMet's TEAC 2 Agency Lessons Learned Focus Groups (one on Division Transit Project with Metro/TriMet and one on the Vine with C-TRAN) 2 Meetings with Washington County Chamber of Commerce Transportation Task Force 1 Meeting with the Portland Business Alliance 1 Business Focus Group (with representatives from the Gresham Chamber of Commerce, Tigard Chamber of Commerce, and Westside Economic Alliance) 1 Small Business Focus Group with ATROI
Partnerships with Community-Based Organizations	<ul style="list-style-type: none"> 21 Interviews led by Unite Oregon 1 Focus group led by Centro Cultural 2 Focus groups led by Verde: one with adults and one with youth 1 Survey led by OPAL Environmental Justice Oregon
Public Tabling Events with TriMet's <i>Forward Together</i>	<ul style="list-style-type: none"> 5 Events in Multnomah County: Rosewood Initiative (2 events), PCC Cascade, St. Philip Nieri, and Fairview City Hall 2 Events in Clackamas County: CCC Harmony (2 events) 3 Events in Washington County: Shute Park Library, Washington County Conference Center, and Muslim Educational Trust
2023 RTP Formal Consultations	<ul style="list-style-type: none"> 4 Meetings with federal, state and regional agencies 6 Meetings with Tribes

Advisory Committee Meetings	8	HCT Working Group meetings
	5	Meetings with WCCC TAC
	5	Meetings with WCCC
	5	Meetings with CTAC
	4	Meetings with C4
	5	Meetings with EMCTC TAC
	5	Meetings with EMCTC
	3	Meetings with CORE (2023 RTP)
	5	Meetings with TPAC
	5	Meetings with MTAC
	5	Meetings with JPACT
	4	Meetings with MPAC
	4	Metro Council Work Sessions

The draft 2023 HCT Strategy was released for the 45-day public comment period on July 10, 2023. The HCT Strategy will be finalized to reflect recommended changes from the public comment period, as shown in Exhibit B to this resolution.

HCT Strategy as a Component of the 2023 RTP

The 2018 RTP and Regional Transit Strategy (RTS) incorporated the 2009 HCT Plan (2009) – identifying projects currently underway, upcoming, and to be completed in the future based on many factors including how “ready” they were to begin construction. The updated draft 2023 HCT Strategy complements the RTS and is a component of the RTP that is reflected through associated policies, the Regional Transit Network Vision (functional network classifications and identified network corridors), HCT Assessment and Readiness Criteria, the List of Fiscally Constrained and Strategic Capital Projects, and the Major Transit Programs and Projects and Project Development descriptions in Chapter 8.

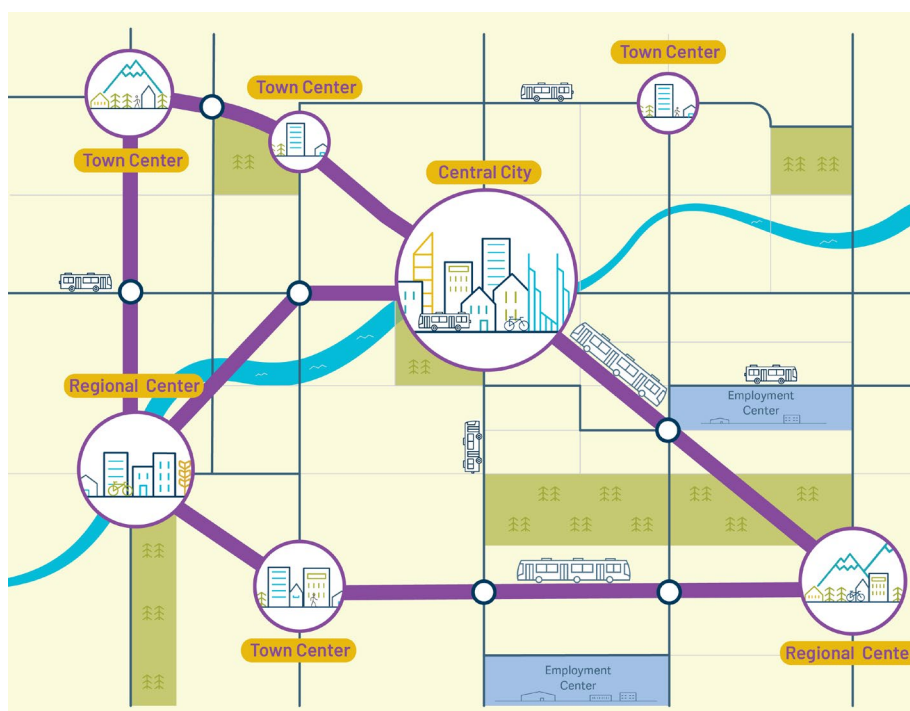
High capacity transit is critical to implementing the RTP investment priorities that support the 2040 Growth Concept’s blueprint for the future – equity, climate, safety and mobility. The 2040 Growth Concept set forth a vision for connecting the central city to regional centers like Gresham, Clackamas and Hillsboro with high capacity transit. The High Capacity Transit Strategy expands this vision to include connecting town centers like Milwaukie, Troutdale, and Sherwood along corridors. This vision is reflected in revised:

“Transit Policy 7: Complete and strengthen a well-connected high capacity transit network to serve as the backbone of the transportation system. Prioritize transit speed and reliability to connect regional centers with the Central City, link regional centers with each other, and link regional centers to major town centers.”

Then the RTP goes further to include regional transit along most arterial streets to better serve existing and growing communities, which is reflected in revised:

“Transit Policy 5: Complete a well-connected network of local and regional transit on most arterial streets – prioritizing expanding all-day frequent service along corridors and main streets linking town centers to each other and neighborhoods to centers.

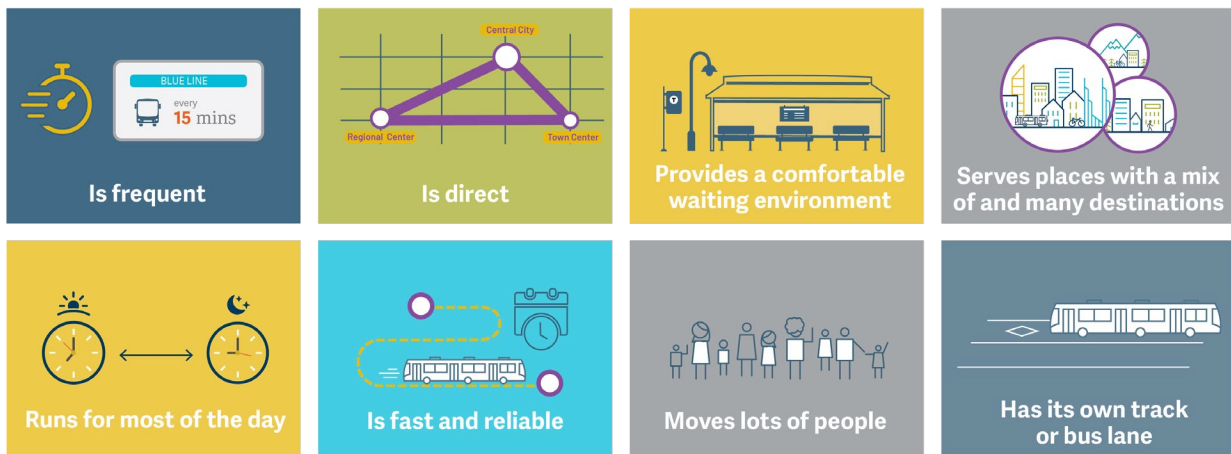
Figure 2. Regional Transit Network Concept



Beyond its role, the high capacity transit policy narrative describes the elements that make the classification “high capacity”. High capacity transit investments take existing strong transit connections to the next level in accessibility and priority on the roadway and at the signal – while shining a light on the corridor in which it travels to improve safety, access and livability for current and future riders. This type of service carries more transit riders more quickly, efficiently and comfortably than local, regional and frequent service transit lines through both a level of enhanced amenities and transit priority. Enhanced amenities refer to features that make high capacity transit more efficient, convenient, and comfortable: vehicles that are larger and allow boarding from all doors, transit centers and stations with near-level boarding, and frequent service (striving for frequencies of 10 minutes or better during the peak hours and 15 minutes during off peak hours). It also refers to transit centers and stations with covered waiting shelters, benches, schedule and real-time bus and train arrival information and special lighting. Other amenities could include ticket machines, restroom facilities, bicycle parking (e.g., bicycle stations or bike & rides), civic art and commercial services. Enhanced priority investments refer to dedicated tracks or lanes in the street that improve speed and/or reliability, getting people to destinations faster and on-time. High capacity transit operates on a fixed guideway or within an exclusive right-of-way on tracks or in the street, to the greatest extent possible.

Figure 3. Elements of the HCT Classification

High Capacity Transit...



Similarly, the difference in the role of better bus and the features its classification includes (compared to high capacity transit) are also described with greater clarity in updated:

“Transit Policy 6. Make capital and operational improvements in key locations and/or corridors to improve transit speed and reliability for frequent service.”

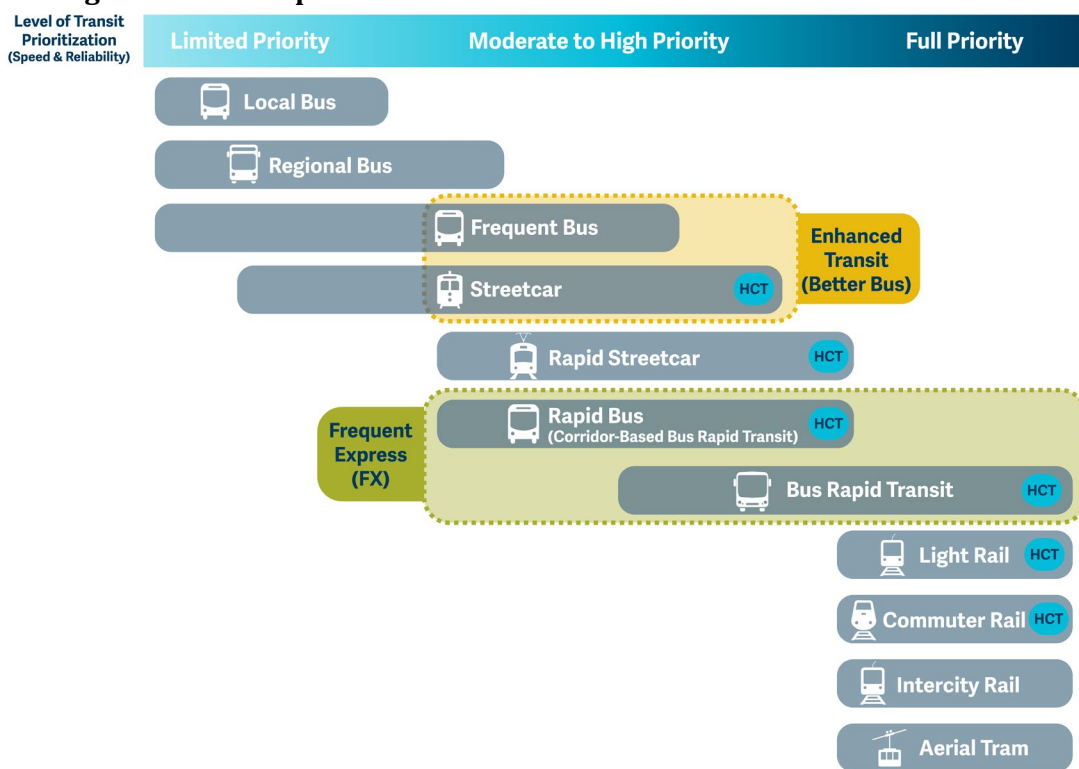
The policy framework for the HCT Strategy also supports better bus investments nearer-term for those Tier 3 and 4 corridors with investment beyond the 2023 RTP timeframe.

Figure 4. Better Bus treatments to Enhance Frequent Transit Service

Regional	Hotspot
Bus on shoulder	Dedicated bus lane
Transit signal priority and signal improvements	Business access and transit (BAT) lane
Headway management	Intersection queue jump/right turn except bus lane
Corridor	Transit-only aperture
Level boarding	Pro-time (peak period only) transit lane
All door boarding	Multi-modal interactions
Bus stop consolidation	Curb extension at stops/stations
Rolling stock modification	Far-side bus stop placement
Transit signal priority and signal improvements	Street design traffic flow modifications

Adjustments to the defining roles and elements for high capacity transit and better bus are also reflected in the Regional Transit Spectrum, representing the transit system classifications and the different modes that they include. High capacity transit includes light and commuter rail and rapid bus and streetcar. Streetcar plays a special role in extending the reach of the high capacity transit network by facilitating mobility as a circulator within major centers. While it includes many of the elements, because it shares space in the roadway with general traffic it still needs better bus-type treatments that give it speed and priority to be “high capacity”. So better bus treatments may be applied to frequent bus or streetcar. Similarly, commuter rail also has many of the elements already, but needs additional frequency outside of commute hours to be “high capacity”.

Figure 5. Regional Transit Spectrum Network Classifications



The broader transit policy framework includes other policies directly relevant to identifying and prioritizing HCT investments that were updated based on the policy context outlined above and subsequent discussions to address: system quality, equitable investment, and climate change:

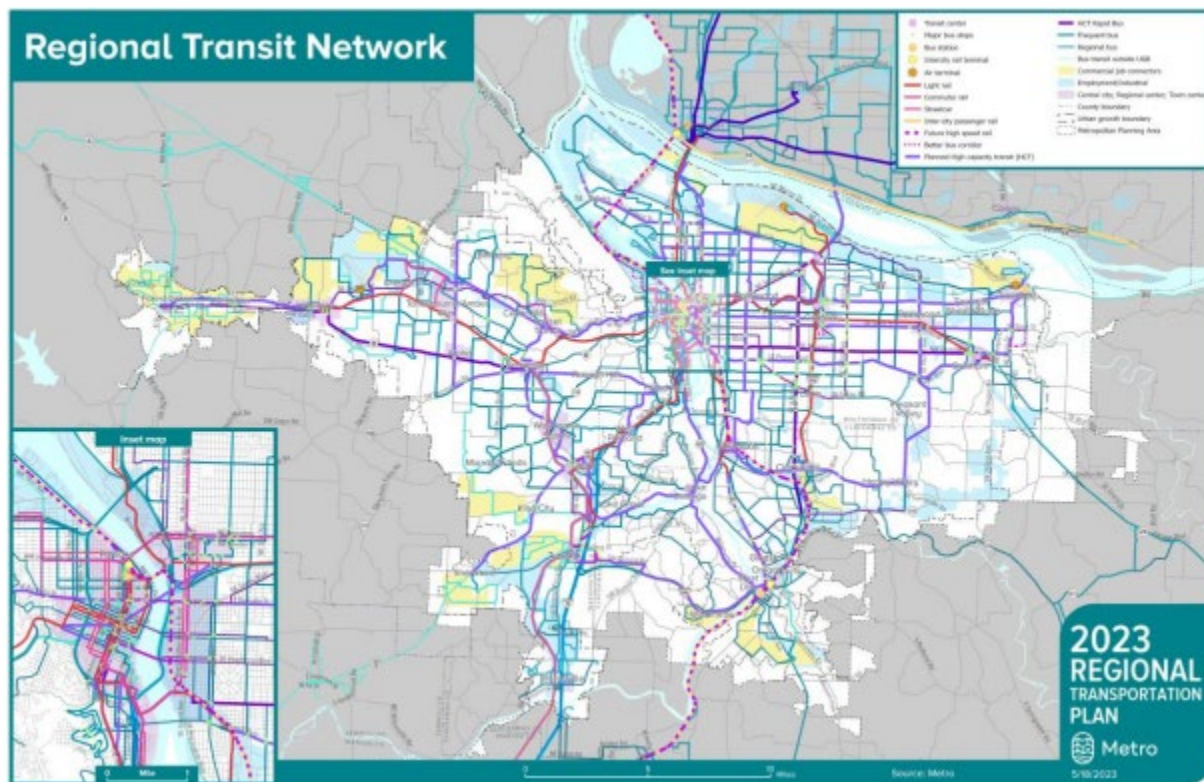
“Transit Policy 1 *Provide a high-quality, safe and accessible transit network that makes transit a convenient and comfortable transportation choice for everyone to use.*

“Transit Policy 2 *Ensure that the regional transit network equitably prioritizes service to those who rely on transit or lack travel options; makes service, amenities, and access safe and secure; improves quality of life (e.g., air quality); and proactively supports stability of vulnerable communities, particularly communities of color and other marginalized communities.*

“Transit Policy 3 *Create a transit system that encourages people to ride transit rather than drive alone and supports transitioning to a clean fleet that aspires for net zero greenhouse gas emissions to meet state, regional, and local climate goals.”*

These policy topics are also key criteria within the HCT Assessment and Readiness Criteria Process, which combined with the policy context, informed development of the regional high capacity transit network vision – both the corridors connecting regional and town centers included and the tiers that organize them. That updated HCT network vision has been reflected in the broader regional transit network vision in the 2023 RTP.

Figure 6. Regional Transit Network Vision



This pipeline also guided projects in the List of Fiscally Constrained and Strategic Capital Projects in the 2023 RTP. HCT projects for Tier 1 corridors are included within the 2030 and 2045 financially-constrained investment strategies and HCT projects for Tier 2 corridors are included within the 2045 strategic investment strategy. Additionally, the investment strategies also include better bus projects that help grow transit along HCT corridors to improve their readiness for this type of investment in the future.

Figure 7. HCT Capital Projects in the 2023 RTP Investment Strategies

<u>2030 Financially-Constrained</u>		E	C+R	S	M	Ec
HIGH CAPACITY TRANSIT Larger-scale capital projects that include new and expanded MAX, bus rapid transit, streetcar, or commuter rail service.	82nd Avenue Transit Project [12029] \$300M	●	●	◐	●	●
	MAX Red Line Improvements [10922, under construction] \$68M	●	◐	○	●	●
	Montgomery Park Streetcar [11319] \$80M	●	●	○	●	●
	Southwest Corridor [PD] [12322, 12301] \$6M	●	●	◐	●	●
	Tualatin Valley Highway Transit Project [11589] \$300M	●	●	◐	●	●
<u>2045 Financially-Constrained</u>		E	C+R	S	M	Ec
HIGH CAPACITY TRANSIT	I-5/Interstate Bridge Replacement Program [10866] \$6B	◐	◐	●	◐	●
	Southwest Corridor [PD, PE, RW] [12292, 12300] \$876M	●	●	●	●	●
	Steel Bridge Transit Bottleneck [PD] [12050] \$68M	●	●	◐	●	●

2045 Strategic		E	C+R	S	M	Ec
HIGH CAPACITY TRANSIT	AmberGlen/N. Hillsboro Streetcar [11278, 11573] \$261M	●	◐	○	●	●
	Beaverton-Hillsdale Highway Corridor HCT [12290] \$163M	●	●	◐	●	●
	Burnside/Stark Corridor HCT [12286] \$163M	●	●	◐	●	●
	Forest Grove HCT [10771] \$68M	●	◐	○	●	◐
	Johns Landing Streetcar [11639] \$150M	◐	●	○	●	●
	Lombard/Cesar Chavez Corridor HCT [12288] \$163M	●	●	◐	●	●
	Martin Luther King Jr. Corridor HCT [12287] \$163M	●	●	◐	●	●
	NW Lovejoy to Hollywood Streetcar Extension [11102] \$159M	●	●	◐	●	●
	Southwest Corridor [CON] [11587] \$4B	●	●	◐	●	●
	Steel Bridge Transit Bottleneck [CON] [10921] \$5.7B	●	◐	○	◐	●
	Sunset Highway Corridor HCT [11912] \$114M	●	●	◐	●	●
	SW 185th Corridor HCT [12289] \$163M	●	●	◐	●	●
WES Expansion to Salem [11751] \$34M	◐	●	○	◐	●	

Then beyond the improvements included in the 2023 RTP, the HCT Strategy also includes additional transit-supportive actions and recommended strategies for creating an environment that encourages transit ridership so that these large capital investments are successful, beneficial to communities, and utilized to their fullest potential.



Finally, the HCT Strategy recognized the need for future work to support successful implementation of the project pipeline established in the network vision. Chapter 8 of the 2023 RTP describes additional work to be done prior to the next plan cycle on a bus rapid transit implementation plan. The plan will further advance work in the High-Capacity Transit Plan and will outline a vision for how Frequent Express (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, and identify potential regional funding strategies.

ANALYSIS/INFORMATION

Known Opposition. None known.

Legal Antecedents. Several federal, state and regional laws relate to this Action.

Federal regulations:

- 23 U.S. Code 134: Metropolitan Transportation Planning.
- 23 U.S.C. 150: National goals and performance management measures.
- 23 CFR 450 and 771: USDOT rules that govern updates to RTPs.
- Clean Air Act [42 U.S.C. 7401 and 23 U.S.C. 109(j)], as amended.
- US EPA transportation conformity rules (40 CFR, parts 51 and 93).
- Moving Ahead for Progress in the 21st Century Act (MAP-21), signed into law in 2012.
- Fixing America's Surface Transportation Act (FAST Act), signed into law in 2015.
- Infrastructure Investment and Jobs Act (IIJA), signed into law in 2020.

State laws and actions include:

- Statewide planning goals
- Oregon Transportation Planning Rules (OAR Chapter 660, Division 12)
- Oregon Transportation Plan and implementing modal plans, including the Oregon Public Transportation Plan and Oregon State Rail Plan
- Oregon Clean Air Act State Implementation Plan (SIP)
- Oregon Metropolitan Greenhouse Gas Reduction Targets Rules (OAR Chapter 660, Division 44)
- Governor's Executive Order 20-04 on Climate Change, signed in March 2020.

Metro Council actions include:

- Resolution No. 09-4052, "For the Purpose of Accepting the Regional High Capacity Transit System Tiers and Corridors, System Expansion Policy Framework and Policy Amendments" adopted by the Metro Council on July 9, 2009.
- Ordinance No. 14-1346B (For the Purpose of Adopting the Climate Smart Communities Strategy and Amending the Regional Framework Plan to Comply with State Law), adopted by the Metro Council on December 18, 2014.
- Resolution No. 16-4708 (For the Purpose of Approving the Strategic Plan to Advance Racial Equity, Diversity and Inclusion), adopted by the Metro Council on June 23, 2016.

- Ordinance No. 18-1421 (For the Purpose of Amending the 2014 Regional Transportation Plan to Comply with Federal and State Law and Amending the Regional Framework Plan), adopted by the Metro Council on Dec. 6, 2018.
- Resolution No. 18-4892 (For the Purpose of Adopting the 2018 Regional Transit Strategy and Replacing the 2009 High Capacity Transit System Plan), adopted by Metro Council on Dec. 6, 2018.
- Resolution No. 18-4915 (For the Purpose of Approving the Southwest Corridor Light Rail Preferred Alternative), adopted by the Metro Council on November 15, 2018.
- Ordinance No. 21-1457 (For the Purpose of Adopting the Distribution of the Population and Employment Growth to Year 2045 to Local Governments in the Region Consistent with the Forecast Adopted by Ordinance No. 18-1427 in Fulfillment of Metro's Population Coordination Responsibility under ORS 195.036), adopted by the Metro Council in February 2021.
- Resolution No. 22-5255 (For the Purpose of Adopting the Work Plan and Engagement Plan for the 2023 Regional Transportation Plan Update), adopted by the Metro Council on May 5, 2022.

Exhibit B to Resolution No. 23-5348
2023 HCT Strategy Summary of Comments and Recommended Actions
(comments received 7/10/23 to 8/25/23)

September 29, 2023

Items for Consideration: Comments on Public Review Draft 2023 High Capacity Transit Strategy									
Comment #	Last Name	First Name	Affiliation	Method	Date received	Comment proposes a change? (Y/N)	Summary of Comment and Proposed Change Identified in Comment (changes shown in bold-strikeout and <u>underscore</u>)	Metro Staff Recommended Action in Response to Comment (changes shown in bold-strikeout and <u>underscore</u>)	Change Recommended (Y/N/TBD)
								These trade-offs and considerations are not unique to greater Portland. Other regions and agencies nationally have grappled with the same opportunities and challenges and pursued innovative and/or more nimble, flexible and less costly approaches to implementing a rapid bus network. Examples include pursuing projects more focused on transit investments (within the funding limits of a Small Starts grant) and or engaging in planning a rapid bus system that allows more corridors to move through project development at the same time. The 2023 Regional Transportation Plan outlines future work on a Bus Rapid Transit Implementation Plan that will advance the High Capacity Transit Strategy to consider how these types of strategies could be applied and the role they could play as part of a broader approach for implementing Frequent Express investments within the framework of the high capacity transit vision to serve our region's goals."	
22	O'Brien	Tara	TriMet	Email	8/22/2023	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..."	Amend HCT strategy page 49 to add a call-out box as follows: "High capacity transit provides substantial benefits to riders, in the form of increased service, higher capacity vehicles, enhanced amenities, specific branding, and other features. Traditionally, these types of investments have included important and also substantial corridor-wide investments in cycling and walking facilities, lighting and safety enhancements, and overall infrastructure upgrades (e.g., pavement, sidewalk replacement, stormwater, signals). While these provide a greatly-improved corridor when complete, these projects are very costly (at and often beyond the funding limits of a New Starts grant) and some corridor upgrades can be tangential to the purpose and need of the core high capacity investments. These trade-offs and considerations are not unique to greater Portland. Other regions and agencies nationally have grappled with the same opportunities and challenges and pursued innovative and/or more nimble, flexible and less costly approaches to implementing a rapid bus network. Examples include pursuing projects more focused on transit investments (within the funding limits of a Small Starts grant) and or engaging in planning a rapid bus system that allows more corridors to move through project development at the same time. The 2023 Regional Transportation Plan outlines future work on a Bus Rapid Transit Implementation Plan that will advance the High Capacity Transit Strategy to consider how these types of strategies could be applied and the role they could play as part of a broader approach for implementing Frequent Express investments within the framework of the high capacity transit vision to serve our region's goals."	Y

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23	O'Brien	Tara	TriMet	Email	8/22/2023	Y	Amend as follows: “However, <u>large-scale</u> HCT investments can incentivize redevelopment of property along project corridors and have historically been one of several contributors to ongoing land value and rent increases.”	Amend HCT strategy page 49 to add a call-out box as follows: " <u>High capacity transit provides substantial benefits to riders, in the form of increased service, higher capacity vehicles, enhanced amenities, specific branding, and other features. Traditionally, these types of investments have included important and also substantial corridor-wide investments in cycling and walking facilities, lighting and safety enhancements, and overall infrastructure upgrades (e.g., pavement, sidewalk replacement, stormwater, signals). While these provide a greatly-improved corridor when complete, these projects are very costly (at and often beyond the funding limits of a New Starts grant) and some corridor upgrades can be tangential to the purpose and need of the core high capacity investments.</u>	Y
24	O'Brien	Tara	TriMet	Email	8/22/2023	Y	Amend the first sentence of the first section as follows: “ <u>For 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
25	O'Brien	Tara	TriMet	Email	8/22/2023	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
26	O'Brien	Tara	TriMet	Email	8/22/2023	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
27	O'Brien	Tara	TriMet	Email	8/22/2023	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

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28	Ottenad	Mark	City of Wilsonville	Email	7/21/23	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
29	Rosenthal	Gerritt	Metro Councilor	Email	8/21/2023	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
30	Rosenthal	Gerritt	Metro Councilor	Email	8/21/2023	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

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31	Rosenthal	Gerritt	Metro Councilor	Email	8/21/2023	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
32	Rosenthal	Gerritt	Metro Councilor	Email	8/21/2023	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
33	Rosenthal	Gerritt	Metro Councilor	Email	8/21/2023	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
34	Rosenthal	Gerritt	Metro Councilor	Email	8/21/2023	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
35	Rosenthal	Gerritt	Metro Councilor	Email	8/21/2023	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

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September 29, 2023

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36	Rosenthal	Gerritt	Metro Councilor	Email	8/21/2023	Y	Lake Oswego to Tualatin is an important corridor (Boones Ferry) and is not shown...this could arguably be an HCT.	No change recommended. The High Capacity Transit Strategy policy framework builds from the 2040 Growth Concept corridors to identify major travelsheds and then identify among those planned for future frequent transit, which show need to be taken to the next level. The Lake Oswego to Tualatin corridor is not one identified in these plans as a major regional travel corridor as demand has not yet reached that level. However, high capacity transit is planned on the mobility corridors/major arterials identified from Lake Oswego to Tigard (C4) and then Tigard to Tualatin (C3) to create this connection. The work done by the 2040 refresh will take a fresh look at major mobility corridors and then the 2028 RTP update will incorporate any related adjustments in consideration with the Access to Transit study work as well.	N
37	Rosenthal	Gerritt	Metro Councilor	Email	8/21/2023	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
38	Rosenthal	Gerritt	Metro Councilor	Email	8/21/2023	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
39	Rosenthal	Gerritt	Metro Councilor	Email	8/21/2023	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

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40	Rosenthal	Gerritt	Metro Councilor	Email	8/21/2023	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: 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 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 (compared to hundred thousangs 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 Highway 26.	N
41	Rosenthal	Gerritt	Metro Councilor	Email	8/21/2023	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.	No change recommended. The High Capacity Transit Strategy policy framework builds from the 2040 Growth Concept corridors to identify major travelsheds and then identify among those planned for future frequent transit, which show need to be taken to the next level. The Hillsboro to Sherwood corridor is not one identified in these plans as a major regional travel corridor, nor is there a continuous major arterial planned north-south as while growth is occuring it is not yet at that level of need. However, high capacity transit is planned on the mobility corridors/major arterials identified from Hillsboro to Beaverton (TV Highway) and then Beaverton to Tigard (WES/Hall Blvd) and Tigard to Sherwood (Hwy 99). The work done by the 2040 refresh will take a fresh look at major mobility corridors and then the 2028 RTP update will incorporate any related adjustments in consideration with the Access to Transit study work as well.	N
42	Rosenthal	Gerritt	Metro Councilor	Email	8/21/2023	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
43	Rosenthal	Gerritt	Metro Councilor	Email	8/21/2023	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

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44	Rosenthal	Gerritt	Metro Councilor	Email	8/21/2023	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 thenimportance 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
45	Rosenthal	Gerritt	Metro Councilor	Email	8/21/2023	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
46	Rosenthal	Gerritt	Metro Councilor	Email	8/21/2023	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 alignmen paralell to I-5.	N
47	Rosenthal	Gerritt	Metro Councilor	Email	8/21/2023	N	C22S seems odd in that C-29 already exists...is this really higher priority than C-2 (Hwy99W) or C26?	No change recommended. In line with the High Capacity Transit Strategy policy framework Corridor C22S PCC Sylvania to Downtown Portland via Capitol Hwy provides a more direct connection to the college campus and is an alternative to the shuttle connections planned as part of Southwest Corridor. Even with Southwest Corridor, due to the school the demand projected for this corridor is high and higher than Tier 3 and 4 corridors. Additionally, there is already a bus priority lane pilot along this corridor. This connection does need further study along with Southwest Corridor as far as feasibility and phasing and will be reconsidered with regional discussion again in the 2028 Regional Transportation Plan.	N
48	Rosenthal	Gerritt	Metro Councilor	Email	8/21/2023	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
49	Rosenthal	Gerritt	Metro Councilor	Email	8/21/2023	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).	N

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								<p>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.</p> <p>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).</p>	
50	Rosenthal	Gerritt	Metro Councilor	Email	8/21/2023	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.	Amend page 29 of the High Capacity Transit Strategy following Figure 13 as follows: " <u>As illustr</u>	N
51	Shepley	David	Community member	Online Comment Form	7/22/2023	N	No change proposed. Expressed support for corridor C17S Oregon City to Downtown Portland via Hwy 43 within the High Capacity Transit Strategy network vision.	No change recommended. Corridor C17S is included in the HCT Strategy vision.	N
52	Fitzgerald	Marianne	Crestwood Neighborhood Association	Letter	8/9/2023	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
53	Holmqvist	Ally	Metro Staff		8/8/23	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
54			HCT Strategy Working Group	Working Group Meeting #7	7/17/2023	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

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55	Lindstrom	Andrew	Brooklyn Action Corps Land Use And Transportation Committee	Online Comment Form	8/18/2023	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.	No change recommended. There is a definition of high capacity transit on page G-16 of the 2023 Regional Transportation Plan Glossary that provides more information on the capacity level by mode. Additionally, Figure 3-28 on page 3-109 provides relative information on level of capacity by high capacity transit mode and the supportive density required. Further, the description under Transit Policy 7 on page 3-115 provides more information on the elements that make transit high capacity which include a mix of vehicle size, frequency, service span, roadway priority and station and vehicle efficiency improvements. These are also described in more detail in the High Capacity Transit Strategy which also notes while streetcar and commuter rail contain many of these elements, there are additional improvements needed to make these modes truly high capacity (e.g., frequency, span, speed). Together, this framework identifies that to be high capacity in its highest form, transit must have a larger vehicle than a standard bus to hold more people, strive for better frequencies than 15 minutes (ideally 10 or less), have a schedule operating most of the day (no not just people throughput per hour but per day), have as much priority as possible (ideally fully dedicated space to run) and more efficient, comfortable, convenient stations. While together this is the goal, there is some flexibility to allow for context-sensitive implementation and flexibility for retrofits, particularly within the different definitions established by the Federal Transit Administration.	N
56	Perez	Judith	Southwest Washington RTC	Letter	8/25/2023	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 bi-state coordination will occur as the High Capacity Transit Strategy is implemented following the adoption of the 2023 RTP and as part of future RTP updates and updates to the Clark County High Capacity Transit Strategy.	N

Private Facility Rate Transparency
Work Session Topics

Metro Council Work Session
Tuesday, November 7th, 2023

STAFF REPORT

WASTE PREVENTION AND ENVIRONMENTAL SERVICES: PRIVATE RATE TRANSPARENCY

Date: October 27, 2023

Department: WPES

Meeting Date: November 7, 2023

Presenter(s) (if applicable): Marta McGuire (she/her), Jenna Jones (she/her) and Holly Stirnkorb (she/her)

Prepared by:

Jenna Jones, jenna.jones@oregonmetro.gov

Holly Stirnkorb,

holly.stirnkorb@oregonmetro.gov

Length: 30 minutes

ISSUE STATEMENT

During the creation of the FY23-24 budget, Metro Council directed the Waste Prevention and Environmental Services department to provide ongoing technical education about fees and regional waste priorities to inform future Council direction on the annual WPES budget and regional waste fees.

During the last budget and fee setting process, cities and counties elevated the need to ensure that rates charged at private stations are reasonable, regionally consistent, and well understood. Local governments began expressing concern in 2010 as rates at private facilities began to exceed rates at public stations. Metro does not currently regulate rates at privately owned facilities but could exercise the authority to do so if Metro Council finds it to be in the public interest. At the October 26th Metro Council meeting, staff presented information on the work to date on rate transparency and requested guidance on moving to Step 3 in the Transfer System Configuration Policy adopted in 2016 that includes a cost-of-service study on rates at private transfer stations. This work session is a continuation of that discussion.

ACTION REQUESTED

Staff request guidance on proceeding with formal consideration of a resolution to direct staff to conduct a cost-of-service study of the rates of private transfer stations that process putrescible waste ("wet waste" or typically garbage) in the Metro region to determine costs relative to rates charged. This informational session will also support Council conversations about FY24-25 budget and fee development, adopting a Systems Facilities Plan, and other policy actions.

IDENTIFIED POLICY OUTCOMES

Currently, Metro has the authority to regulate rates within the region but does not exercise it. Private transfer station rates are directly tied to fees established by local governments for collection services for households and businesses. Conducting a cost-of-service study for wet waste rates will provide information for Council to inform further actions to advance 2030 Regional Waste Plan goals including:

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

Action 14.2: Implement transparent and consistent annual rate-setting processes for all facilities.

Action 14.3: Establish rates across the region that are consistent for like services.

POLICY OPTIONS FOR COUNCIL TO CONSIDER

1. Direct staff to move forward with Step 3 of the Transfer System Configuration Policy, which includes conducting a fully detailed cost of service study at private waste transfer stations that includes formal approval of the attached draft resolution.
2. Direct staff to take no action.

STAFF RECOMMENDATION

Staff recommends Metro Council move forward with Step 3 of the Transfer Station Configuration Study and consider formal approval of the attached resolution.

STRATEGIC CONTEXT

Inconsistency of Regional Rates at Private Transfer Stations

Inconsistent rates that are not well understood impact the equity of the garbage and recycling system. Local governments are concerned that the rates for wet waste charged by private transfer stations are too high and these rates, which are passed onto residential and commercial customers through collection and other service rates, have resulted in increased costs to customers that are not representative of the cost of service. Additionally, inconsistent rates may have a larger impact on communities with low income. As of 2023, three of the four private transfer stations that charge more than Metro's fees serve communities with some of the highest percentages of people with low incomes. These communities are in western Washington County and east Multnomah County.

The steps that Metro has taken to improve wet waste rate transparency at private transfer stations have provided estimates, but actual detailed cost data is needed to understand rates charged by private transfer stations and determine if charges are reasonable based on cost of service. The voluntary incentives offered by the goals-based tonnage allocation program to advance rate affordability and consistency have not been effective in encouraging private transfer stations to set rates that are no more than Metro's garbage disposal fee. In the last two years for an average load size of 8 tons, rates ranged from slightly below Metro's fees to as much as 15% above Metro's fees.

Conducting cost-of-service studies and rate reviews of private service providers is a common practice. Oregon Department of Environmental Quality recently completed a cost-of-service study to inform fee development for privately owned material recovery facilities. All local governments in the Metro region conduct rate reviews for garbage hauling services and most companies that own private transfer stations participate in these rate reviews.

If Council Choose to Proceed Towards a Rate Review

If Council wishes to continue toward a cost-of-service study, Metro staff would convene industry, local government, and community with an independent third-party expert to develop a data gathering and cost calculation process. The information would be used to evaluate the cost of service and determine the aggregated cost per ton for wet waste transfer at privately owned transfer stations in the region. The data gathering process will include surveys and interviews, site visits, and review of financial information. Confidentiality and data security procedures will be developed to protect the confidentiality of participant's business data.

The project would include input from industry, government, and community to inform the development of the cost-of-service study. Stakeholders' input will also inform decisions with other related projects including the System Facilities Plan, Tonnage Allocation Program, and Recycling Modernization Act rulemaking. The Regional Waste Advisory Committee would be informed about the study design and resulting aggregated cost-per-ton for wet waste transfer by private transfer stations.

BACKGROUND

In July 2016, to improve overall system function, the Metro Council adopted the Transfer System Configuration Policy and directed the Chief Operating Officer to proceed with its implementation (Resolution 16-4716). The resolution set direction for several policies related to improving the region's garbage and recycling system to better serve the public's interest including an approach to improve transparency of rates charged by both publicly and privately owned transfer stations and a policy to allocate wet waste tonnage on a percentage basis to ensure flow to public transfer stations.

The approach to improve transparency of rates is a three-step process as follows:

- **Step 1:** Estimate the costs of public stations and publish these costs to provide a clear benchmark for local governments in their rate setting process.
- **Step 2:** Conduct a high-level cost study of private wet waste transfer station costs to estimate various components (transfer, transport, disposal) of each station's tip fee. **This did not allow Metro access to an operator's comprehensive financial records at a detailed level.**
- **Step 3:** Conduct a full detailed rate review for wet waste streams at private waste transfer stations, including a detailed review of financial records, to determine costs relative to rates charged.

Metro has accomplished both step 1 and step 2. In 2017, it released cost estimates for private stations and in 2019 Metro completed a cost study of private wet waste transfer costs based on estimates of various components of each station's rate (Step 2 of the Transfer System Configuration Policy to improve rate transparency). Metro staff went to Council in 2019 to seek direction to move to Step 3 (a full rate review of actual costs rather than estimates) because the study based on estimates did not provide sufficient information.

In 2016, staff designed a transparent method to allocate a percentage of the region's wet waste tons to private transfer stations in recognition of the value those stations provide in terms of geographic distribution of services. Following the adoption of the Regional Waste Plan in 2019, Council directed staff to incentivize progress toward achieving five Regional Waste Plan goals through goals-based wet waste tonnage allocations. With this approach transfer stations receive an annual base tonnage allocation and, if they apply for and meet criteria for goals-based tonnage, they receive additional tonnage. One of the five Regional Waste Plan goals is Goal 14 which advances the adoption of rates that are reasonable, regionally consistent, and well understood. The incentive is designed to encourage private transfer stations to advance rate affordability and consistency by charging rates that were no more than Metro's garbage disposal fee.

The voluntary incentives offered by the goals-based tonnage allocation program have not been successful in incentivizing private transfer stations to charge rates that are no more than Metro's garbage disposal fee. In 2022 and 2023, several private transfer stations opted not to meet Metro's

rate and as a result opted not to receive the additional tonnage allocations. In 2022 three transfer stations opted out and this year four transfer stations opted out. As a result, rates currently charged are not regionally consistent. In 2022 rates ranged from slightly below Metro's fees to as much as 15% above Metro's fees for an average load size of 8 tons. This year (2023), rates charged range from slightly below Metro's fees to as much as 6% above Metro's fees.

Key parties with a high level of interest include local governments around the region, both persons and companies in the solid waste and recycling field, both individually and through the Oregon Refuse and Recycling Association (ORRA), and owner/operators of the 6 privately owned transfer stations in our region.

ATTACHMENTS

N/A

[For work session:]

- Is legislation required for Council action? " Yes X No
- If yes, is draft legislation attached? " Yes X No
- What other materials are you presenting today? Legislative issue sheets