



2018 Regional Transportation Plan

Public comment report

Adopting a plan of action

A summary of comments received during the final comment period for the development of the 2018 Regional Transportation Plan from June 29 to Sept. 6, 2018.

September 2018



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

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

Regional Transportation Plan website: oregonmetro.gov/rtp

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The appendices are available online at oregonmetro.gov/rtp.

INTRODUCTION

Our region's economic prosperity and quality of life depend on a transportation system that provides every person and business with access to safe, reliable, healthy and affordable ways to get around.

The Regional Transportation Plan provides a shared vision and investment strategy that guides investments for all forms of travel to keep people connected and commerce moving throughout the Portland metropolitan region. The plan is updated every five years to stay ahead of future growth and address trends and challenges facing the region.

Our region is growing rapidly and straining our aging transportation system. A half-million new residents are expected to live in the Portland region by 2040. Our communities are becoming more culturally diverse, bringing rich cultural activity to neighborhoods. A new generation will grow to adulthood as others move toward retirement. Climate change is happening, and our system is not prepared for the expected Cascadia Subduction Zone earthquake. We are experiencing technological changes in transportation that could radically alter our daily lives. Housing affordability and safe, reliable and affordable access to education, jobs and other important destinations are of concern.

The 2018 Regional Transportation Plan update provides policymakers, community and business stakeholders and the public with an opportunity to work together across interests and communities to bring innovative solutions to the challenges facing our changing region. It provides a platform for updating our shared vision for the transportation system and defining strategies and investment priorities to help ensure people and products get where they need to go as congestion, safety and maintenance issues increasingly impact our daily lives.

The 2018 RTP defines how we will create a safe, reliable, healthy and affordable transportation system that is environmentally-responsible, efficiently moves products to market and ensures all people can connect to the education and work opportunities they need to experience and contribute our region's economic prosperity and quality of life.

This report summarizes the comments received for the final comment period held from June 29 through Sept. 6, 2018, to help finalize the 2018 Regional Transportation Plan for consideration by the Metro Policy Advisory Committee, the Joint Policy Advisory Committee on Transportation and the Metro Council.



The region has spent the last 3 years looking ahead to how our transportation system will accommodate future growth and change – and what investments we should make over the next 25 years to build a safe, reliable, healthy and affordable transportation system.

Find out more about the 2018 RTP update at oregonmetro.gov/rtp.

EXECUTIVE SUMMARY

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

- **Online survey and public review draft materials** An online survey, an interactive map of the draft projects and public review drafts of the 2018 RTP, project lists, appendices and four strategies were posted on the 2018 RTP web page at oregonmetro.gov/rtp. Members of the public, regional advisory committees, partner agencies and other interested parties were invited to comment on the draft materials. More than 200 emails and 50 letters were received proposing specific changes to the draft RTP and strategies. Nearly 900 people responded to the online survey. The final public comment report documents all comments received, including responses to the online survey.
- **Notifications and notices** Public notices of the comment period were provided to local neighborhood involvement and community outreach offices and community planning organizations in Washington County. Notices were published in the Portland Tribune, Gresham Outlook, Beaverton Valley Times, Tigard Times, Clackamas Review and on the Metro website. Notifications were sent to the RTP interested persons list (nearly 1,900 people) in addition to Metro's four regional advisory committees, their respective interested parties and seven technical work groups that were convened to support development of the draft RTP and strategies. Partner agencies and community and business organizations engaged throughout the RTP update posted notifications of the comment period through newsletters and other methods to inform their members and interested parties of the comment opportunity.
- **Public hearing** The Metro Council held a public hearing on August 2 and received testimony from seven people on a range of topics. The closed caption transcript of hearing testimony is provided in Appendix D.
- **Consultation meetings** Metro staff invited four Native American Tribes and several federal, state and local resource, wildlife, land management and regulatory agencies to consult on the public review draft RTP and strategies in accordance with [23 CFR 450.316](#). Metro convened four separate consultation meetings on August 6, 14 and 21 and September 6. The Confederated

Snapshot of participation

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

Tribes of the Grand Ronde and more than 25 staff from various agencies participated in the consultation meetings or sent comments separately via email and letters. Summaries of all consultation meetings are included in Appendix E.

Online survey

An online survey¹, an interactive map of the draft projects and public review drafts of the 2018 RTP, project lists, appendices and four strategies were posted on the 2018 RTP web page at oregonmetro.gov/rtp. Nearly 900 people responded to the online survey. Analysis of the online survey was broken out into three parts:

- transportation priorities and balance of investments
- supporting transportation safety, freight, transit and emerging technology strategies
- one big transportation idea and thoughts to share with policymakers.



Balance of investments

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

The average response was a **5**. Main themes of the comments were:

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

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

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

Regional Transportation Safety Strategy

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

The average response was a 7. The main themes of the comments were:

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



Regional Transit Strategy

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

The average response was a 7. The main themes of the comments were:

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



Regional Freight Strategy

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

The average response was a 5. The main themes of the comments were:

- Implement congestion pricing.
- Freight must have its own dedicated right of way.



- Need to implement strategies to reduce diesel emissions and improve air pollution.

Emerging Technology Strategy

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

The average response was a **6**. The main themes of the comments were:

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



Looking towards the future

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

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

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

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

Notifications and notices

Public notices of the comment period were provided to local neighborhood involvement and community outreach offices and community planning organizations in Washington County. Notices were published in the Portland Tribune, Gresham Outlook, Beaverton Valley Times, Tigard Times, Clackamas Review and on the Metro website. Notifications were sent to the RTP interested persons list (nearly 1,900 people) in addition to Metro's four regional advisory committees, their respective interested parties and seven technical



work groups that were convened to support development of the draft RTP and strategies. Partner agencies and community and business organizations engaged throughout the RTP update posted notifications of the comment period through E-newsletters and other methods to inform their members and interested parties of the comment opportunity.

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

- There needs to be a better job of integrating green infrastructure in the RTP and better job of addressing potential negative impacts to natural resources.
- There needs to be better clarity on how the plan achieves Climate Smart Strategy greenhouse gas reduction targets and requests for more information related to the findings and fleet and technology assumptions used in the analysis.
- Removal of the West Hayden Island related rail access and yard projects from the constrained project list.
- Addition of the Frog Ferry as a project or future study to expand river transit options between Oregon and Vancouver, WA.
- Partners expressed a desire to continue working with Metro on Chapter 8 implementation activities and a request for the Metro Council to engage partner jurisdictions in scoping future region-wide planning work and a request for the Metro Council to lead development of a strategic action plan to inform future regional transportation decisions, including the next RTP update.
- Additionally, numerous minor revisions and technical corrections were submitted for consideration, including updates to the RTP system maps to accurately reflect recent transportation system plan (TSP) updates.

Aug. 2 public hearing

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



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

Consultation meetings

Metro staff invited four Native American Tribes and several federal, state and local resource, wildlife, land management and regulatory agencies to consult on the public review draft RTP and strategies in accordance with [23 CFR 450.316](#). Metro convened four separate consultation meetings on Aug. 6, 14 and 21 and Sept. 6. Two staff members of the Confederated Tribes of the Grand Ronde and more than 25 staff from various agencies participated in the consultation meetings. Other staff sent comments separately via email and letters. Metro staff also asked partner agencies and tribes for their input on when they would like to be engaged during planning processes for greater Portland’s transportation system. Summaries of all consultation meetings are included Appendix E. Key themes and comments heard during the consultation meetings are summarized below.

- Consider ways to address stormwater run-off volume and water quality for projects earlier in the planning process.
- More documentation wanted of the assumptions used for different technologies, fuel economy, mix and consumption should be provided.

- More information on commuter patterns between counties and states and the impact of vehicle inspection programs on forecasted emissions, given possible changes to required inspections in the future.
- Questions on the project prioritization process for selection of projects with funding.
- The Gorge Express transit service provides an important travel options for access public lands in the Gorge and supports the RTP's goals.
- Appendix H (Financial Forecast) should have a table showing a clear demonstration of financial constraint is needed, comparing revenues to project costs. Suggestion to break down the comparison into FHWA funding and FTA funding and also break down the analysis into at least two different RTP time periods (2018-2027 and 2028-2040).
- Make the format and outline of the document easier to read for the public.
- When developing a financial plan for the next RTP update, the plan can be more general describing its federal revenue sources; it does not need to specify the fund code level.
- Develop a heat/sensitivity map to identify projects that may have an impact on cultural, natural or other important resources.

ONLINE SURVEY

From June 29 to Aug. 13, Metro asked the region to share their thoughts on the public review draft of the 2018 Regional Transportation Plan and supporting strategies. Eight hundred and eighty (880) people participated in the survey*. Each question is presented below, including number of responses, high-level summaries of the feedback received and verbatim comments expressing the range of views. The online survey had a total of 20 questions, including demographic questions.

**This survey is not a statistically-valid, representative sample survey of the region's views, but rather an engagement tool for collecting feedback from the public.*

Question 1: Name and Question 2: Zip code

The first and second questions asked for participants' names and zip codes. A map of respondents is available at the end of this section.

Question 3: On a scale from 1-10, how well does this balance of investments match your transportation priorities?

Of the 880 people who took the survey, 736 (84 percent) responded to the question.

The average response was a 5.

Question 4: What would you like to share about this balance of investments and your transportation priorities?

Of the 880 people who took the survey, 637 (72 percent) responded to the question.

Participants were provided the opportunity to offer additional comments on how the balance of investments matched (or didn't match) their transportation priorities.

Too much investment on roads and highways and not enough investment on transit and active transportation (292 comments)

- *"There should be less money allocated for highways. Funding should be directed in line with carbon emission reduction policies, environmental justice concerns, and human health and safety. Highway projects that cannot meet these policies and concerns should not be funded."*
- *"Reduce percentage allocated to highways. Induced demand is real."*
- *"While automobile/SOV travel is still dominant today and naturally requires investment to support, I'd like to think we all recognize it's unsustainable for an urban environment like greater Portland. People will always predominantly use the most convenient form of transportation available, which is why I fell we should be investing more*

"With the terrible air quality we're experiencing now, I'm very worried about climate change and public health, and how these issues will affect my young kids' lives. We need to focus 100% on transportation methods that reduce air pollution and improve safety, reliability, and equal access."

dollars into making more sustainable forms of transportation (transit, active transportation) more convenient.”

- *“A) No amount of freeway expansion will be able to cope with the area’s population increase – we need extensive, high quality public transit to handle the travel load...B) \$5.1 billion going to transit could be much better spent than on new MAX lines. Express buses, BRT, small buses doing neighborhoods...and a fraction of the cost of light rail.”*

More investment towards roads, highways and bridges (70 comments)

- *“Cars are the preferred mode of transport for most people and should get the majority of the money....”*
- *“Please give more resources to our roads, bridges and highways. Public transportation is also important, but seems too highly weighted here.”*
- *“TriMet isn’t a valid option for me because I work at odd hours and there’s no 24-hour public transportation. I am forced to drive my car. Therefore the investment in transit is useless to me. Allocate more \$ for roads and bridges.”*
- *“I’d like to see roads and bridges have more funding than highways. The local roads and bridges are essential to keeping things moving locally, while highways help with interstate traffic. Highway improvements are needed, however many Portland area residents are still living with unimproved roads.”*
- *“Needs more money for roads & highways. Some people may not like it, but it is still the primary way the vast majority of people get around.”*

More active transportation investment, including infrastructure improvements (60 comments)

- *“If we are to meet our climate goals with current growth projections, the combined active transportation and transit budgets need to be 2-3 times what goes into auto infrastructure.”*
- *“Active transportation is more important than the share represented here and most cost effective. We could have a truly transformative effect on our region’s health, safety and affordability by investing 3.5 billion in active transportation before we widen highways.”*
- *“My impression is that significant bike infrastructure projects have slowed. I would like to see a greater proportional emphasis on bike infrastructure.”*
- *“We need sidewalks and bike lanes in east Portland. I see that in the budget, but [am] worried it won’t be enough to meet our needs out here.”*
- *“We’re spending too much money on highways in the region, and we should not be expanding highways because it is antithetical to our regional goals of reducing emissions, and improving safety and livability. We should be spending more on active transportation and transit, and focus on addressing congestion by getting people out of their cars.”*

More transportation demand management and transportation system management operations investment (40 comments)

- *“TDM is one of the biggest bangs for our buck, why so little? Far too much funding for new highways. I’d shift all the funding for new automobile capacity to preventative maintenance and investing in active modes, transit and TDM programs.”*
- *“We should be investing more in TDM and transit, and way less on highways, especially highway expansion.”*
- *“More systems management so buses and max run on time.”*
- *“The region should be spending more on transportation demand management and less on highways. This budget spends 35 times more on highways than demand management....”*

“...TDM is the least expensive method to reduce congestion – let’s fund that to make [the transportation system] more effective.”

More mass transit investment (39 comments)

- *“Smart sustainable development includes mass transit and supports pedestrians/biking. We need good roads, but balancing public transit and pedestrian traffic is critical for long term success and quality of life.”*
- *“50% [of investment] to mass transit. More frequent, faster trains and buses. Take it out of highways. New and wider highways will increase the number of cars and air quality will suffer.”*
- *“We need to prioritize mass transit and active transportation such as biking to correct an existing over reliance on cars and highways to achieve goals for clean air and health.”*
- *“...You need to make mass transit so attractive, people will want to take it, not your current of making driving inconvenient.”*
- *“Highway expansion costs are not worth the investment as it will only induce more demand, unless heavily tolled. The cost of 217 and I-5 expansions, and possible CRC crossing costs should be spent on mass transit and active transportation instead.”*

Other comments with similar themes that were mentioned several times, include:

Don’t invest in public transit at all/too much investment in public transit (30 comments)

- *“I don’t live where it’s feasible to do mass transit. I would like roads that flow.”*
- *“There is too much public money going into mass transit...the electric and self-driving cars are [the] future and most people do not like taking the bus.”*

Need more investment in bridge retrofitting and seismic upgrades (26 comments)

- *“I don’t know how much it will cost to complete seismic upgrades on all our bridges, but 3.3 billion seems low.”*

“The only investments in highways should be seismic upgrades to bridges, no more widening.”

Expand freeways and road capacity (20 comments)

- *“Eliminate costly light rail and increase freeway capacity.”*
- *“Much greater emphasis on highway construction and capacity enhancements as well as bridges would have a higher priority for me.”*

More investment in maintenance of existing system (20 comments)

- *“The plan should allocate far more to active transportation and transit, and much less money to roads. Prioritize road maintenance, not road widening or new road capacity.”*
- *“I would like to see more money for active transportation projects as well as transit projects. I would like to see only maintenance money for highways.”*

Implement congestion pricing (14 comments)

- *“First implement congestion pricing and then see what capacity constraints still exist [on] our region’s highways.”*
- *“The only way we can address congestion is by implementing de-congestion pricing across the region, and by using that money to invest in high-quality transit, subsidized housing near transit, and local active transportation options.”*

Question 5: Choose the strategies you would like more information on and offer your thoughts.

Of the 880 people who took the survey, 594 (67.5 percent) responded to at least one of the supporting strategies.

Of the 594 respondents who responded to this question:

- 368 (62 percent) people commented on the Regional Transportation Safety Strategy
- 508 (86 percent) people commented on the Regional Transit Strategy
- 228 (38 percent) people commented on the Regional Freight Strategy
- 339 (57 percent) people commented on the Regional Emerging Technology Strategy

Question 6: On a scale from 1-10, how well do you think these priorities will improve transportation safety in greater Portland?

Of the 880 people who took the survey, 298 (34 percent) responded to the question.

The average response was a 7.

Question 7: What do you want policymakers to know as the [transportation safety] strategy is implemented?

The top five themes heard from this question were:

Policies in the regional transportation safety strategy and investments in the plan are disconnected/elected officials need to better align investments with the strategy (28 comments)

- *“It’s a good priority, but I’m unconvinced that elected officials and government staff will do what it takes to achieve the goals laid out.”*
- *“Policymakers funding decisions should align much closer with these types of safety strategies. The proposed mix that provide over 25% of regional funding for increased auto capacity is antithetical to Vision Zero in most cases.”*
- *“It will take politically unpopular decisions and planning to make Vision Zero a reality, and I hope policymakers recognize this and push forward or drop the pretense of Vision Zero entirely.”*
- *“The attached document reads well – but the proof of our conviction will be measured in the tangible changes we make to improve safety...bold steps must be taken to markedly improve safety on our streets. To be meaningful these measures must alter behavior, and that will be politically difficult; however, there is no other way forward to safe streets.”*

Need more investment in the public transit system; need to encourage more active transportation options and discourage use of single-occupancy vehicles (28 comments)

- *“If building new freeways is not your solution then you are on the right track. We need a robust, fully functioning public transit system if we want good quality of life. We have to find a way to limit and discourage use of private cars.”*
- *“...If streets are designed so that transit/active transportation is at least equal in convenience to driving then more people might actually get out of their cars, which would immediately and drastically improve safety.”*
- *“Limiting/lessening car lanes on major city streets will only work if city transit is much more frequent and safer.”*

“Imagine the city we could have if you took all the money that you’re planning to spend on highways and instead spent it on safe bike paths and more public transit options – the improvement to the safety and health of the citizens...would be amazing.”

Need to reduce speed limits (27 comments)

- *“Investing in improvements to high-crash corridors is a good strategy, but we also need more investment in our neighborhood streets throughout the city. We need lower speed limits, more traffic calming devices, more physically protected bikeways...and more bulb outs.”*
- *“All projects should be safety projects, the region’s roadways should have slower speeds (no more than 40 mph), and we need to separate people walking and bicycling/rolling from those in motorized vehicles.”*
- *“To focus on safety and car deaths, we should also look to encourage non car trips. Focusing on improving roads for bikers, walkers and transit is one way to do this along with decreasing speeds.”*
- *“Lowering speed limits in urban and suburban areas, and putting more energy into enforcing those speed limits, will help greatly.”*

Invest more in separated facilities for bicycles and pedestrians (20 comments)

- *“I am happy to see a safe systems approach, rather than a reliance on behavior change. We need to reduce travel speeds throughout the region; improve infrastructure to make it safer and more attractive for people to bike and walk; and prioritize vulnerable road users.”*
- *“...In cities like Stockholm, Copenhagen, and Amsterdam there are bike-only roads that are physically separated from cars. This kind of physical separation is essential for the feeling of safety among the very young, elderly and otherly-abled cyclists.”*
- *“Right now, it feels like transportation in Portland is designed to privilege cars. Thus, we’re safest in cars. Give us protected bike lanes – please make it safer to use alternate transportation...”*

“Keep in mind that infrastructure like dedicated bike lanes, more and better crosswalks contribute to fewer accidents...we should not be widening roads for cars, we should instead try and build more infrastructure for bikes, buses and pedestrians.”

Better enforcement of traffic laws (15 comments)

- *“Enforcement needs to be a key element of this plan.”*
- *“Enforcement, as well as road design, should be key components of this strategy. Speed cameras, as well as reduced travel lane widths, should be considered.”*
- *“Talk and plans sound good but don’t do anything unless its backed up by enforcement (of speeding, distracted driving, etc.) and by good, bold design, not ½ measures.”*
- *“...If significantly more enforcement (including cameras) is actually implemented along with harsher penalties for distracted driving, I can see the plan having impact.”*

Other comments with similar themes that were mentioned several times, include:

Focus safety investments in historically underserved communities (11 comments)

- *“Invest in East Portland! There is a socioeconomic aspect to this whereby people in lower income areas have less safe pedestrian and cycling infrastructure.”*
- *“Wise investments are those that lessen the need for cars in the first place, but funding priority should go to underserved neighborhoods in places like east Portland, and to creating better pedestrian crossing along busy thoroughfares.”*



Safer pedestrian crossings with better lighting and visibility (9 comments)

- *“Please include flashing lights and better overhead lighting at crosswalks. Some crosswalks are just marks on the asphalt, giving pedestrians a false sense of security that they are visible to cars and other vehicles.”*
- *“It would be great to pay attention to both the existence of sidewalks and lights and the visibility of all parties from the crosswalk in the design/updates of pedestrian crossings.”*

Supporting Vision Zero (9 comments)

- *“Vision Zero for all users is critical. Projects that promote automobile travel at the expense and safety of other users should not be included in the RTP unless they’re reconfigured to balance safety and achieve Vision Zero goals and policies.”*
- *“I live off of 82nd Ave. in Clackamas County and I don’t feel comfortable taking my nephews along it, especially by bicycle. I ask that Vision Zero be as bold as possible, encouraging traffic calming on all major roads, and safer bicycle infrastructure.”*

Need more active transportation investment (8 comments)

- *“Protected bikeways and pedestrian crossings/sidewalks must take priority for highway expansions. Toll first, use the money for safety projects then assess the results after a full active transportation network is built.”*
- *“This is an ideal strategy, but I have serious doubts about how our money is being spent to accomplish these goals. Expanding freeways doesn’t do this. Investing in things like traffic calming, separate/connected bicycle infrastructure and improving pedestrian access does.”*

Question 8: On a scale from 1-10, how well do you think these priorities will improve the transit system (MAX, bus, streetcar, WES) in greater Portland?

Of the 880 people who took the survey, 377 (43 percent) responded to the question.

The average response was a 7.

Question 9: What do you want policymakers to know as the [transit] strategy is implemented?

The top five themes heard from this question were:

More frequent, reliable and flexible bus service that goes where people live, work and want to be (66 comments)

- *“All that freeway expansion money should be used here to make transit better, faster and more frequent.”*
- *“Ultimately getting people out of their cars needs to be the goal and if TriMet is able to help with that then that’s a win. Reliable frequent service is the best solution for getting people out of their cars.”*
- *“The evidence seems pretty good that more buses (on existing routes and new ones) and prioritizing bus travel over drive-alone vehicles are the most efficient ways to improve transit access in a flexible and responsive manner.”*

“The goal should not be to make transit an acceptable alternative to driving; it should be better than driving. Cheaper, faster, more pleasant. We need many, many miles of bus-only lanes that allow them to glide past backed-up traffic, rather than a few quick fixes.”

Public transit needs to have its own right of way/reapportion existing roadways for transit-only lanes (43 comments)

- *“I think buses need their own lanes. We need to prioritize transportation so that it is faster and more reliable for people with disabilities and low incomes who need it and more appealing to the people who currently choose to drive.”*
- *“Please invest in bus rapid transit lanes to increase ridership by ensuring that bus passengers aren’t stuck behind traffic of single occupancy vehicles. Faster and more reliable buses will increase ridership.”*
- *“The single reason I have to use a car more than I want is the infrequency and unreliability of bus and MAX service. Please give buses and streetcars total right of way so they don’t have to wait behind cars. Bus rapid transit and control over the stoplights, etc. would help a lot.”*
- *“Lane right of way is the key to reliable transit. If the bus is stuck in traffic, it’s not able to do its job.”*

More mass transit investment – capital projects and maintenance (20 comments)

- *“It is critical that mass transit be affordable and accessible to all. This needs to be addressed in the plan. Also would like to see a priority of elimination of fossil fuels in mass transit.”*
- *“I think these strategies will certainly help, but mass transit needs to be expanded much more than it currently is and it needs to be done with a mind towards incentivizing public transit over driving. More accessibility, reach and efficiency is needed to make it a more viable option for people’s commute.”*
- *“We must invest in more forms of mass transit which minimize our dependency on cars and provide relief for incurred environmental externalities.”*

“...transit priority, transit only lanes, working to increase the reliability and speed of MAX and planning for future improvements to remove it from surface right of ways within Portland, and expanding service are all essential to meeting the needs of 2040 and beyond.”

Elected officials need to be bold/make decisions that put transit first (20 comments)

- *“Investments in transit are important, and policymakers need to support the cost-effectiveness of transit by allowing greater flexibility in development along high capacity transit lines.”*
- *“Policymakers will need to have courage in the face of a lot of negative reaction. They should know much more transit implementation/usage will be the only way to significantly reduce travel times for the majority of our residents.”*
- *“I want policymakers to know that in order to get more public support for transit, they need to make hard choices about buses, streetcars, and light rail such as creating 24/7 exclusive lanes for these modes so that they don’t simply get stuck [in] traffic.”*
- *“There will always be rationalizations to be made for not doing transit projects the right way, so policymakers need to commit from the outset that a project will either be truly rapid or not done at all.”*

Support for enhanced transit corridor investments (18 comments)

- *“All opportunities for enhanced transit should be taken, including closing roads, lanes, and bridges for public access if additional bus capacity is needed.”*
- *“Invest, invest, invest. We need to put money where our policies are....this means accepting the political blowback when enhanced transit corridor (ETC) tools like bus only lanes are put into place. Do the right thing. Not the popular thing.”*
- *“I strongly suggest that the enhanced transit corridor (ETC) funding be increased and take a priority over other projects such as expanding I-5, or even the streetcar network. A dense ETC network has the potential to fundamentally improve mobility for the region, but it will only do so if it truly is rapid. Invest in rapid.”*

- *“Transit will improve tremendously if an entire network of ETC is built throughout the region.”*

Other comments with similar themes that were mentioned several times, include:

Divert funding for highways to public transit (14 comments)

- *“The investment is a good start, but more funds need to be diverted away from more highways and freeways and more towards transit.”*
- *“This will undoubtedly improve transit, but so much more could be done if the funds set aside for highways were moved into the transit category. Major investments in highways will only cause more problems and congestion as has been seen in many other cities. Transit should be the priority, not a priority.”*

Transit needs to be affordable and accessible and serve the needs of populations (older, low-income) that need it most (13 comments)

- *“...it’s very important that we prioritize better public transit opportunities throughout the region as low income folks inevitably get displaced from easy-access transit corridors.”*

“Transit needs to serve two populations – one that has no access to cars and one that needs to be enticed to use their cars less. It needs to remain affordable and accessible first and foremost to those who do not have other options.”

Reduced transit fees for low-income populations/free transit system for all (12 comments)

- *“Affordable (even free) mass transit with [the] goal to get as many cars as possible off the road. Make taking mass transit the best possible option for people.”*
- *“Better and more transit, working towards free transit for all but definitely for youth and working-class people.”*

Support for bus rapid transit investment (11 comments)

- *“Dedicated transit lanes and bus rapid transit are crucial for equity and decreasing single occupancy vehicle trips.”*
- *“Please invest in bus rapid transit lanes to increase ridership by ensuring that bus passengers aren’t stuck behind traffic of single occupancy vehicles. Faster and more reliable buses will increase ridership.”*

Support for 24/7 transit service (8 comments)

- *“Transit should always be prioritized over private motor vehicle traffic. Service needs to run more often, and there should be many routes available 24 hours a day.”*
- *“Re-allocate the budget and spend the money on existing locations by employing more drivers, buying more buses and trains, therefore increasing the availability of public transit 24/7....”*

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

Of the 880 people who took the survey, 149 (17 percent) responded to the question.

The average response was a 5.

Question 11: What do you want policymakers to know as the [freight] strategy is implemented?

The top five themes heard from this question were:

Implement congestion pricing (19 comments)

- *"We need tolls to control congestion and allow freight to move more freely."*
- *"We should have much less focus on building new freight infrastructure. A much more cost-effective approach is to use demand side management on single occupant vehicles through tolling and congestion pricing. By reducing car commuters, it will ease congestion for the freight vehicles that need the roads."*
- *"Decongestion pricing and bus/freight lanes are the answers to freight needs. Roadway expansion is not."*

"Reducing delays for truck travel can be had through congestion pricing and allowing trucks in HOV lanes."

Dedicated right-of-way for freight on existing roads (14 comments)

- *"The freight system will only get better if freight travels on its own lanes. We should also look at smaller freight vehicles when off the freight network."*
- *"Dedicated lanes for freight and transit seem like they would be very effective."*
- *"Need to improve highway capacity for freight travel. Possibly dedicated lanes or segments of freeway to avoid the congestion due to non-freight vehicles."*
- *"The adoption of freight-only lanes should be considered on regional highways and freeways."*

Need to reduce truck emissions and air pollution (13 comments)

- *"Transportation accounts for a large percentage of Oregon's greenhouse gases, and freight is a significant piece of that. We should be investing in ambitious improvements to the current system, such as the pilot project at the Port of Los Angeles to electrify core truck freight corridors."*
- *"This [strategy] should focus primarily on reducing greenhouse gas emissions from freight."*
- *"Freight traffic causes pollution that disproportionately effects [sic] low income [populations] and minorities. This needs to be addressed if we're going to increase freight capacity."*

- *“Air pollution from freight is a major issue in this city. I urge consideration of air quality impacts when developing this plan.”*

More rail investments (11 comments)

- *“A stronger emphasis on rail transport instead of trucks would be the more efficient carbon emission strategy.”*
- *“More rail, less roads.”*
- *“Policymakers should be emphasizing and investing in rail-based freight more, because it is safer, more efficient, and more environmentally responsible.”*
- *“Improve rail freight! It’s much more efficient in terms of fuel and labor than truck freight. In fact, long haul trucking should be much more rare than it is now.”*

Support freight movement by prioritizing freight over single-occupancy vehicles (11 comments)

- *“The summary fails to recognize that single-occupancy vehicles are the leading impediment to smooth flow of freight. It’s time for Metro to overtly prioritize freight movement by assigning SOVs lower priority in the highway system....”*
- *“Reducing single occupancy vehicles on the road would have the largest positive impact on freight movement in the region.”*
- *“Why are there not any dedicated freight lanes on interstate highways? There ought to be. Of course that would be one less lane for single-occupancy private vehicles....”*

“A true freight strategy would implement congestion pricing for single occupancy vehicles and reserve lanes for freight and high occupancy vehicles on important freight routes.”

Other comments with similar themes that were mentioned several times, include:

Use a multi-modal approach to move freight (8 comments)

- *“Any freight strategy that relies on more trucks on the road seems problematic to me. Rail and barge is much more efficient, and has many fewer domino effects on the rest of the transit system.”*
- *“Too much reliance on trucks and not enough on alternatives such as rail and barge.”*

Support for strict tailpipe emission rules/banning diesel trucks (5 comments)

- *“No new investments should be made for freight transportation, until all dirty diesel trucks are removed from Oregon roadways and Oregon passes strict tailpipe emissions rules that are already in place in Washington and California.”*
- *“If we are going to be investing Portland’s taxpayer dollars to improve our freight system, make the sharp reduction of emissions (particularly from diesel) a strict condition for these investments.”*

Support for an electrified regional rail network (4 comments)

- *“...Need to encourage electric trucks at least for local delivery. Need to move off carbon-based fuels to improve greenhouse gas emissions, air quality, and hazards from fuel transport.”*
- *“We need to be discussing a whole new electrified regional rail network, to connect the Silicon Forest to the airport to the rail main lines to the port to Vancouver and beyond. This network could allow for freight and passengers to move separately from the freeway system, producing zero emissions, in a manner that is time-efficient and less prone to congestion delays.”*



Supporting smaller, more nimble freight trucks for local and neighborhood deliveries (4 comments)

- *“We need smaller, safer trucks, especially where they enter neighborhoods. Massive semis should be banned from areas where pedestrians are likely to be present, like around schools and in our downtown core.”*
- *“...some streets such as those in city center and others where there is a higher concentration of people walking and rolling, are inappropriate for large trucks and these trucks should be prohibited from some roads on safety grounds (replaced with smaller delivery trucks for local deliveries).”*

No more roadway expansion (4 comments)

- *“Instead of sinking more and more money into highway expansion, how about we use other tools – like improved mass transit and congestion pricing – to reduce congestion and help ensure that freight can move more freely...?”*
- *“Less focus on roadway expansion to mitigate freight delay, stronger focus on tolling.”*

Question 12: On a scale from 1-10, how well do you think these priorities will do in guiding our approach to emerging technology in the region?

Of the 880 people who took the survey, 211 (24 percent) responded to the question.

The average response was a **6**.

Question 13: What do you want policymakers to know as the [emerging technology] strategy is implemented?

The top five themes heard from this question were:

Government must ensure that benefits of new technology are equitably distributed (21 comments)

- *"We cannot have equity if the regional services provided are not equitable...."*
- *"Equity must be at the forefront as we adopt any new technology. In the past and present, new systems tend to launch only in communities that are already (relatively) well-served and affluent."*
- *"We must make sure that emerging technology is equitable and in fact helps to rectify disparities, especially for communities of color and low income communities who may not have access to technology."*
- *"Thank you for calling out equity first and foremost. Much of the advancing tech will be [inaccessible] to many in our region and our policy choices should aim to level the playing field."*

Expand bike share in the City of Portland and out into surrounding jurisdictions (19 comments)

- *"...there's also bike share. With a couple of bike companies entering this market in Portland, I think this can be a great option for people who can't afford a taxi or Lyft or Uber; particularly if bike share becomes part of a MAX ticket (as is the streetcar, WES, busses)."*
- *"We need to expand the Biketown service area further in North and East Portland neighborhoods."*
- *"Bike share serves only a small segment of the region and should be expanded and include electric bicycles (not scooters) for the hilly parts of the region."*

"Bike sharing is a very effective way to encourage mobility using shared resources. Unfortunately, the bike share plan in Portland downtown is very expensive...please expand the bike share network to different cities in the metro area."

Transportation network companies (i.e. Uber, Lyft) add congestion to the system/we need to better promote public transportation (16 comments)

- *"Uber and Lyft have created a lot of traffic congestion, particularly in parts of the region not well served by transit. We should promote transit over these motor vehicle service alternatives."*
- *"Need to consider how ride-hailing and autonomous vehicles could result in reduced use of transit and active modes and thus increase congestion."*
- *"Ridesharing is moving riders off of transit and creating more congestion and worse carbon outcomes. I imagine that AVs will have a similar impact."*

- *“Ride sharing options are only increasing congestion. They are also biased in that they do not serve people with disabilities and lock out people who don’t have smart phones.”*

We need to reduce our dependency on single-occupancy vehicles – driverless or not (15 comments)

- *“Autonomous transit must be pursued aggressively and not allowed to fall behind autonomous SOVs.”*
- *“Zero-occupancy vehicles should not be allowed to become the next SOVs. Driverless cars are a distraction from policies that would promote strong transit.”*
- *“Equity and reducing single-occupancy vehicles should be the priority of emerging technology solutions.”*
- *“...I worry that technology will outpace public policy especially facing entrenched habits for driving alone. Finding ways to make other things more attractive than single occupant [vehicles] will take a lot of work.”*

Focus investments on transit and active transportation (11 comments)

- *“Driverless cars and rideshare programs both increase emissions from vehicles. Active transportation and programs such as bike share or scooter share should be prioritized.”*
- *“Active transportation, including sister elements like e-bikes and scooters, should be pushed, subsidized and allowed to grow freely and without extra regulations that do not apply to other modes like vehicle caps.”*
- *“Data shows that ride-hailing services are clogging our roads even more than SOVs are. Driverless cars won’t improve anything. Our focus should be on transit and active transportation.”*

“Please focus your energy on active transit, not ride share and cars.”

Other comments with similar themes that were mentioned several times, include:

Transportation network companies should be taxed to supplement transit (8 comments)

- *“Ride-hailing services must be taxed and controlled so that they supplement transit, rather than displacing transit and increasing congestion.”*
- *“TNCs are making the system work worse. They are getting people out of busses and into cars. We should tax them more so that they bear the cost of the congestion they bring into the system.”*

Require safeguards/automatic breaking system in autonomous vehicles to protect people walking and biking (8 comments)

- *“We need extremely rigorous safety standards for driverless cars. These cars should function without reliance on a human operator whatsoever. They should be limited to operating only under conditions in which they’ve been proven safe.”*

- *“Driver-less vehicles need to have speed governors so collisions with other road users are not fatal until we have developed a safety program to vet their systems.”*

Implement congestion pricing (6 comments)

- *“Enact congestion pricing ASAP. This is a no-brainer. AV’s won’t really solve anything either and will most likely fuel congestion too. We need less cars on the streets, not more. Active transportation and congestion pricing. Proven solution.”*
- *“We must utilize pricing strategies to get the best outcome for emerging technologies.”*

We should not count on new technology to solve our transportation/congestion issues (5 comments)

- *“Technology will not provide solutions to the region’s problems and shouldn’t be used as a way to ignore the solutions that are already available to us.”*
- *“Car-sharing is good. Bike-sharing even better (especially dockless). But I don’t think driverless cars are a guaranteed solution, unless they somehow reduce the aggregate number of cars on the roads – whether actually moving or parked in our public right of way.”*

Autonomous vehicles should be electric/zero emissions (5 comments)

- *“Any autonomous cars that come into Portland should be charged a special autonomous vehicle fee, on a re-occurring basis, if that car is not zero emissions.”*
- *“If there is to be autonomous vehicles they should be shared and electric.”*

Question 14: What’s one big idea you have for improving greater Portland’s transportation system?

The top five themes heard from this question were:

Convert the existing MAX system into an underground subway system/more extensive and reliable MAX system all throughout the region (54 comments)

- *“We need a subway system, more light rail, bigger busses and less space for cars.”*
- *“Increase the diversity of MAX routes...breaking up these lines and having them run on different routes would provide greater access to larger segments of the Portland population and reduce interference between lines.”*
- *“More [MAX] trains! Connect the outer edges of the city and provide new hubs for economic development and revitalization. This will alleviate pressure on the downtown and balance out aggregate demand across the region, encouraging better affordability for everyone.”*

“Put MAX under the Central City. Get rid of HOV lanes and reserve it for freight only during peak hours to reduce harmful diesel emissions.”

Quicker, more reliable and free transit service to all parts of the region (50 comments)

- *“Invest in rapid – make transit rapid by building the downtown MAX tunnel, making all new MAX lines grade-separated and build a network of ETCs.”*
- *“Greater frequency of service on all bus lines along transit corridors in conjunction with more transit only lanes, along with further increases in service for MAX and streetcar. This is essential for stemming the decline in ridership and for movement around our increasingly populated region.”*
- *“We need a public transit system that operates 24/7, gets us from anywhere to anywhere with 15 minute headways. It needs to be reliable, and frequent of we want people to use it in place of cars. Get rid of the fare box. Make it free.”*

“Make it free and make it more robust. Get creative and progressive. Make our mass transit world class.”

More investment in active transportation to enhance bicycle and pedestrian networks/divert funds away from highway and roadway expansion (47 comments)

- *“Don’t fund freeway expansion! The rose quarter expansion alone is a half of billion dollars wasted [is] moving us in the wrong direction – instead direct those funds to safety improvements east of 82nd and towards transit.”*
- *“Cut funding for new highway infrastructure and instead invest that money in public transportation and active transit.”*
- *“In the next five years, fund the 100% completion of the active transportation system in the region, and connect it to an improved transit network that doesn’t get stuck in traffic. Include stable funding for transit and travel options operations and programming.”*
- *“Bike freeways. No cars allowed. Many people refuse to bike because they don’t want to interact with cars.”*

Dedicated bus lanes on corridors all throughout the region/more bus-rapid transit investment (42 comments)

- *“BRT with more express busses and dedicated lanes on main streets and freeways. Make it so busses bypass traffic making it faster to bus commute than drive. And ideally make the busses electric.”*
- *“Eliminate parking on major arterials in favor of dedicated rapid bus transit.”*
- *“I’d love bus rapid transit lines! Things like underground MAX stations/river crossings or extra rails to keep service moving 24/7 would be amazing, but bus rapid transit is much cheaper for the region to build and will have many of the same results.”*

- *“More dedicated rights of way for transit – subway tunnel downtown and dedicated bus lanes, especially on bridge approaches.”*

Implement congestion pricing (32 comments)

- *“We need to price driving on all roads. Make driving more expensive and we’ll make our city safer, transportation will be more efficient and we’ll start saving the planet.”*
- *“Use decongestion pricing on all gridlocked freeways before undertaking any freeway expansion. Use revenue raised by decongestion pricing to fund transit investments.”*
- *“Tolls on the highways to reduce congestion. Offer income based offsets to not further disadvantage lower income residents. Let businesses write off the tolls as an expense.”*

“Use congestion pricing to reduce single-occupancy vehicles and use the money raised to improve transit service.”

Other comments with similar themes that were mentioned several times, include:

Make downtown Portland car free (16 comments)

- *“Create large car-free zones, especially around downtown areas.”*
- *“Reduce driving dependence within the downtown Portland area, including permanent car free zones. Look at examples of car free zones in Madrid, Spain and Copenhagen.”*

Have employers provide incentives to stagger work hours to manage traffic/incentivize working at home with tax benefits (9 comments)

- *“Gain cooperation from employers to stagger work hours to better manage traffic flow.”*
- *“Promote flexible work weeks, employment from home benefits, tax benefits for companies willing to decentralize their business from large industrial/corporate centers to areas less impacted.”*

Tear down all the highways and freeways and revitalize those spaces (9 comments)

- *“Remove all freeways from the central city.”*
- *“Designate I-405 as I-5 and remove I-5 south of I-84, and remove the Marquam Bridge. The space should instead be used for high density housing and a new east side park system.”*

Implementation of a 24/7 transit system (8 comments)

- *“24/7 exclusive right of way for buses and streetcars.”*
- *“Make public transit convenient to all metro areas. Make it 24 hours.”*

Question 15: If you could tell policymakers one thing about transportation in greater Portland, what would you want them to know?

The top five themes heard from this question were:

More investment in alternative travel options/less investment in single-occupancy vehicles (138 comments)

- *“Single occupancy car commuting is an absolutely asinine way to move large numbers of people around the city, but people will continue to choose that mode until the alternatives are at least on equal footing with, if not objectively better than driving in terms of time and convenience.”*
- *“We should not invest in any expansion of freeways in the Metro region. Instead we should invest the billions of dollars slated for highway construction towards transit and active transportation. Doing so will make the region a greener and healthier place to live.”*
- *“The system is extremely auto-oriented, despite our region’s investments in transit and active transportation over the past few decades. A wholesale shift in funding and policy is necessary to make a positive impact away from the automobile.”*

“The region might have been a leader in the past but is falling behind in leading the way how transportation is done. With the limited space and the population increasing prioritizing single occupancy vehicles will not get us where we need to be and will only make getting in and around the region more difficult.”

More frequent, reliable and flexible bus service that goes where people live, work and want to be (40 comments)

- *“Freeways are definitely overcrowded and would be helped with more frequent, cheaper, safer MAX trains and electric busses.”*
- *“We need a very large, game-changing transportation bond measure in 2020 that...funds a major expansion of enhanced bus transit in the region – several genuine BRT lines, bus only lanes, signal priority, articulated buses, express buses, multi-use paths, etc.”*
- *“We need higher frequency buses, bus only lanes in place of car lanes and BRT, and rail expansion, and bus network expansion.”*
- *“More people will ride the bus if the bus comes more frequently, and if there are options for going to more than just one place.”*

More active transportation investment (29 comments)

- *“Transit, active transportation and other last mile solutions need to be made more available if Metro is serious about its transportation mode share and climate action goals.”*

- *“The system is extremely auto-oriented, despite our region’s investments in transit and active transportation over the past few decades. A wholesale shift in funding and policy is necessary to make a positive impact away from the automobile.”*
- *“We need to dramatically and consistently fund active transportation and ADA improvements everywhere.”*
- *“Prioritize more funding towards safety and active transportation which are long-term better investments and can also help reduce congestion.”*

Elected officials must be bold, think big and take risks for a true 21st century transportation system (23 comments)

- *“Be bold and take some risks..., shuffle the deck a bit.”*
- *“Be bold as we once were when initiating light rail and streetcar and extensive bike lanes! No one can seriously call those then controversial choices wrong now. Yes, you will get pushback but that has always been the case with genuine progress.”*
- *“We need a fundamental leap in our mass transit capacity. We need stronger leadership in dealing with traffic reduction and mass transit enhancement. The vision is not being sold to us right now. True you’re plugging along but how do you get an exciting vision and goals out there, not just big documents full of plans?”*

“Policy needs to prioritize vision, and vision needs to guide real change. Ultimately policies are subject to the whims of their popularity. Policymakers can best help by striving to make those policies which are in line with a sane vision for the future into popular policies, which is a difficult but perhaps necessary ask.”

Reducing capacity will not help congestion/the highway and roadway system needs to be expanded (23 comments)

- *“Spend less on transit that is not used by a lot of people and more on car and truck capacity.”*
- *“Need to be brave for added capacity, especially on the West side. I-205 loops around the East side and we need one on the West side.”*
- *“Highway system needs to be expanded and new highways need to be constructed.”*
- *“It’s nice to have sidewalks, bike paths, etc., but the vast majority of people still get around Portland in their cars and trucks, like it or not. The road and highway system here is broken...so fix it!”*

Other comments with similar themes that were mentioned several times, include:

We need to fix the region's bottlenecks/congestion is affecting our quality of life (18 comments)

- *"Congestion on our main highways is getting worse and worse every day, yet nothing is done to address this. We need relief from this congestion and frustration."*
- *"Highway bottlenecks and various holes in the bike/ped network have a domino effect on safety and livability."*

Implement congestion pricing (16 comments)

- *"Congestion pricing is the only way to keep highways free-flowing."*
- *"If tolls or congestion pricing is implemented, I'd love to see it connected to a carbon offset program."*

More investment in mass transit (11 comments)

- *"Make mass transit systems work for everyone."*
- *"Stop investing in highways and SOVS. Invest in public transit (bus-only lanes, MAX, electric buses, etc.) and active transportation (fully connected and protected bicycle arterials)."*

More investment to enhance the safety of the region's transportation system (9 comments)

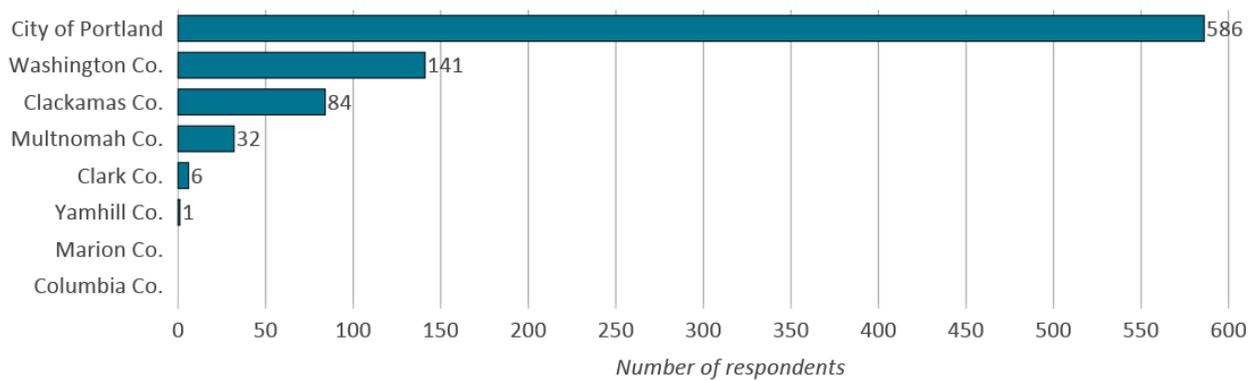
- *"Prioritize more funding towards safety and active transportation which are long-term better investments and can also help reduce congestion."*
- *"Do the right thing even if it's unpopular and spend that money on things that will improve safety in Portland and encourage sustainable transportation."*

ONLINE SURVEY – WHO PARTICIPATED

From June 29 to Aug. 13, Metro asked the region to share their thoughts on the public review draft of the 2018 Regional Transportation Plan and supporting strategies. Eight hundred and eighty (880) people participated in the survey*.

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

Figure 1. Survey respondents by generalized geography



Participants were asked to provide optional demographic information to help Metro know if participants were a representative group reflective of our diverse communities and a broad range of experiences in our region. Groups that are underrepresented in respondent information by 4 percent or more are indicated **in red**.

Age	Count	Percent	Regional population ²
Respondents (535) minus “don’t know/prefer not to answer” (7)	528		
Younger than 18	0	0%	23%
18 to 24	22	4%	9%
25 to 34	119	22%	16%
35 to 44	132	25%	15%
45 to 54	100	19%	14%
55 to 64	66	13%	12%
65 to 74	64	12%	6%
75 and older	25	5%	5%

Skipped: 345

² Sourced for all regional population data points: 2010 U.S. Census

	Count	Percent	Regional population
Race or ethnicity			
Respondents (535) minus “prefer not to answer” (51)	484		
American Indian/Native American or Alaskan Native	8	1%	2%
Asian or Asian American	10	2%	9%
Black or African American	11	2%	5%
Hispanic, Latino or Spanish origin	19	4%	12%
Pacific Islander	1	<1%	1%
White	435	90%	73%

Skipped: 368

	Count	Percent	Regional population
Income (household)			
Respondents (533) minus “don’t know/prefer not to answer” (54)	479		
Less than \$10,000	7	1%	7%
\$10,000 to \$19,999	15	3%	9%
\$20,000 to \$29,999	20	4%	9%
\$30,000 to \$39,999	26	5%	18%
\$40,000 to \$49,999	27	6%	18%
\$50,000 to \$74,999	84	18%	18%
\$75,000 to \$99,999	77	16%	13%
\$100,000 to \$149,999	132	28%	15%
\$150,000 or more	91	19%	11%

Skipped: 347

	Count	Percent	Regional population
Gender			
	520		
Female	175	34%	51%
Male	344	66%	49%
Transgender female	0	0%	not available
Transgender male	1	<1%	not available

Skipped: 360

	Count	Percent	Regional population
Disability	494		
ambulatory difficulty (serious difficulty walking or climbing stairs)	17	3%	not available
cognitive difficulty (because of a physical, mental or emotional problem, difficulty remembering, concentrating or making decisions)	9	2%	not available
hearing difficulty (deaf or serious difficulty hearing)	13	3%	not available
independent living difficulty (because of a physical, mental or emotional problem, difficulty doing errands alone)	5	1%	not available
self-care difficulty (difficulty bathing or dressing)	1	<1%	not available
vision difficulty (blind or serious difficulty seeing, even when wearing glasses)	9	2%	not available
no or not applicable/prefer not to answer	440	89%	not available
Skipped: 401			

Promotion of the survey

Metro promoted the survey through the website, newsfeeds, Facebook, Twitter and by requesting distribution by neighborhood associations/community planning organizations who have previously encouraged members to participate in Metro transportation decisions:

- City of Gresham Office of Neighborhoods and Community Engagement
- City of Portland Office of Neighborhood Involvement
- City of Tigard Neighborhood Program coordinator
- City of Tualatin Office of the City Manager
- Multnomah County Office of Citizen Involvement
- Washington County Citizen Participation Organization Program coordinator
- Clackamas County CPO – Oak Grove, Jennings Lodge, Oatfield Ridge and the Westwood, North Clackamas Areas
- Ride Connection, Inc.
- Oregon Department of Transportation
- TriMet
- Westside Transportation Alliance
- Intertwine Alliance

- GoLloyd

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

- 1000 Friends of Oregon
- AARP
- Asian Pacific American Network of Oregon
- Bike Portland
- Centro Cultural
- Coalition of Communities of Color
- Community Cycling Center
- Immigrant & Refugee Community Organization
- Latino Network
- Momentum Alliance
- Native American Youth and Family Center
- OPAL
- Oregon Environmental Council
- Oregon League of Conservation Voters
- Oregon Walks
- Rosewood Initiative
- Safe Route to Schools
- Street Trust
- Transportation for America
- Urban League of Portland

NOTICES AND NOTIFICATIONS

Public notices of the comment period were provided to local neighborhood involvement and community outreach offices and community planning organizations in Washington County. Notices were published in the Portland Tribune, Gresham Outlook, Beaverton Valley Times, Tigard Times, Clackamas Review and on the Metro website. Notifications were sent to the RTP interested persons list (nearly 1,900 people) in addition to Metro's four regional advisory committees, their respective interested parties and seven technical work groups that were convened to support development of the draft RTP and strategies. Partner agencies and community and business organizations engaged throughout the RTP update posted notifications of the comment period through E-newsletters and other methods to inform their members and interested parties of the comment opportunity.

Emails and letters

Over 200 emails and 50 letters were received suggesting recommendations to the policy chapters, project lists and more general comments on the plan and supporting strategies. Main recurring comments are summarized below.

The plan needs to do a better job of integrating green infrastructure and addressing potential negative impacts to natural resources

- *"We view the regional transportation network as presenting a tremendous untapped opportunity to address water and air quality, stormwater, urban heat island effects, habitat connectivity, wildlife corridors, climate change mitigation...through the integration of green infrastructure into the regional transportation system, but these opportunities will not be realized unless the RTP does a far better job of incorporating policies, goals and objectives related to green infrastructure."*
- *"Metro's plan should include meaningful goals, strategies, and objectives to ensure that habitat impacts are avoided wherever possible and fully mitigated when avoidance is not possible. This should include a goal of no net loss of habitat function either through avoidance or mitigation."*

Support to eliminate West Hayden Island-related projects in the Regional Freight Strategy and Regional Transportation Plan

- *"West Hayden Island is no longer included in the City of Portland's priority project list and it is no longer included on the City of Portland's maps of developable industrial lands. Public opposition to marine terminal development on West Hayden Island has prevented the annexation and rezoning of West Hayden Island for industrial use since the late 1990s."*
- *"The need for West Hayden Island (WHI) as industrial land is premised on an old-fashioned vision of greenfield development of industrial port facilities. This outdated vision discounts the emerging patterns of intensified use of existing industrial lands, redevelopment of brownfields and more small-scale economic development within existing road and utility networks."*

Clarification on how the plan achieves Climate Smart Strategy greenhouse gas reduction targets and requests for more information related to the findings and fleet and technology assumptions used in the analysis

- *“Findings for greenhouse gas emissions in chapter 7 state that, ‘additional funding and prioritization of Climate Smart Strategy policies may be needed to achieve greenhouse gas emission targets by 2035.’ DLCD recommends that Metro provide more specific details on the actions that would be necessary to achieve the greenhouse gas reduction target.”*
- *“DEQ supports the targets that were identified by the Climate Smart Strategy. DEQ also acknowledges that the current RTP...lacks the funding necessary to meet Metro’s greenhouse reduction targets. The transportation sector is one of the largest emission sources in Oregon, and DEQ encourages Metro to work with its partner agencies to find creative solutions that reduce greenhouse gas emissions.”*
- *“The current RTP relies on the clean car standards for the forecasted emission profiles represented in the plan. Any adjustment to the clean car standards may result in an impact to Metro’s forecasted RTP scenarios.”*
- *“Metro should consider different impacts that federal rulemaking will have on the assumptions used in Metro’s MOVES runs and the resulting impacts on forecasted emission profiles.”*

Inclusion of four new project to the list: Willamette Falls Locks project, Willamette Falls Legacy Project, a Southwest Corridor light rail access project and a Fanno Creek trail project in Tigard

- *“The Willamette Falls Locks State Commission respectfully submits the transfer, repair and reopening of Willamette Falls Locks to be included in the Strategic List of the 2018 Regional Transportation Plan (RTP).”*
- *The City of Oregon City requests that a new project be included in the 2018 RTP...[the project will] construct new roadways to support the Willamette Falls Legacy Project & Riverwalk, consisting of Main Street, Water Street, 4th Avenue, 3rd Street, and Railroad Street, including sidewalks.”*
- *“The RTP project list does not include enough projects to support walking and biking to the [Southwest Corridor light rail] station areas, and most of the streets in SW Portland need both pedestrian and bicycle facilities to access the transit stations.”*
- *“This [update to the 2018 RTP] has been coordinated with Washington County staff. The requested change will result in a zero net increase to the RTP constrained project list costs, and allows the City to advance the Fanno Creek Trail: Bonita to Tualatin project as an individual RTP project.”*

A desire from jurisdictional partners to continue working with Metro on Chapter 8 implementation activities and a request for the Metro Council to engage partner jurisdictions in scoping future region-wide planning work and a request for the Metro Council to lead development of a strategic action plan to inform future regional transportation decisions, including the next RTP update

- *“ODOT has appreciated collaborating with Metro on the development of section 8.2.3.1, Regional Mobility Policy Update. ODOT supports this effort, and encourages Metro to provide ample opportunity for local partners and stakeholders to be involved in the scoping and development of the Mobility Policy Update.” – ODOT*
- *“We support your initiative to prioritize a “Regional Mobility Policy Update” as one of the priority planning project identified in Chapter 8.” – Clackamas County*
- *“We encourage the Metro Council to work with its regional partners to move quickly with the work identified in the 2040 RTP’s Implementation Chapter.” – City of Portland*
- *“We believe that a collaborative process to examine our transportation systems in a holistic and strategic manner would be beneficial.” – Clackamas County Coordinating Committee*

Support for inclusion of Frog Ferry, a proposed passenger ferry service serving Vancouver, WA and Portland, OR, into the Regional Transportation Plan project list and as a future study

- *“As traffic in the metro area becomes progressively more choked and untenable, the addition of a ferry system would help to alleviate the increasing congestion.”*
- *“This potential for increased connectedness between Washington and Oregon – and between both banks of the Willamette River – is very exciting, and proposed dock locations would support travel and provide access to and from some of our region’s key amenities, including the Vancouver Waterfront, Oregon Convention Center and the four pillars of the Innovation Quadrant.”*
- *“Vehicle traffic in our area has reached unacceptable levels and with anticipated growth will only become worse. Our city needs improved transportation infrastructure to support this growth and mitigate gridlock. It’s time for us to consider new solutions and take a deep look at including passenger ferry service as a part of the City’s transportation plan.”*
- *“The Frog Ferry proposal for a Portland-Vancouver passenger water taxi service is that type of innovative initiative that seeks to mitigate congestion while also offering an appealing alternative way to experience the region.”*

Additionally, many jurisdictions were complimentary to Metro for their work on the 2018 Regional Transportation Plan update. A sampling of those comments are below.

- *“On behalf of the Clackamas County Coordinating Committee (C4), we are writing to express our appreciation to Metro for the high-quality work performed on pulling together the various components to produce the updated 2018 Regional Transportation Plan (RTP). We appreciate the*

level of public engagement and depth of analysis that Metro has demonstrated in producing the new federally mandated RTP.” – Clackamas County Coordinating Committee

- *“As the elected leaders of cities from across the greater metro region, we are writing to express our appreciation to the Metro Council and staff for their high-quality work preparing the updated 2018 Regional Transportation (RTP).” – Metropolitan Mayors’ Consortium*
- *“We applaud Metro for taking a comprehensive approach to this update of the RTP and for soliciting the feedback of the business community as the plan is developed further and eventually adopted later this year.” – Portland Business Alliance*
- *“The Washington County Coordinating Committee (WCCC) appreciates the effort Metro has put into preparing the 2018 Regional Transportation Plan (RTP). This three-year effort included extensive public outreach and staff engagement. We recognize the tremendous amount of work involved in compiling all the information and synthesizing it into one plan document.” – Washington County Coordinating Committee*
- *“The City of Portland appreciates the collaborative approach that Metro has taken in the development of the 2040 Regional Transportation Plan (RTP)...we especially appreciate your responsiveness to the concerns we raised following the release of the first round of the Call for Projects.” – City of Portland*
- *“Thank you for all of the work you have put into developing the 2018 Regional Transportation Plan (RTP). Oregon Environmental Council (OEC) particularly applauds you for clearly stating (1) the need to address climate change and work for clean air and water, as well as (2) the need to resolve inequities in how transportation is provided given that so many people in our region have been marginalized and have not experienced the benefits of the region’s growth.” – Oregon Environmental Council*
- *“The Oregon Departments of Transportation, Energy, Environmental Quality and Land Conservation and Department commend Metro on the development of the Draft 2018 Regional Transportation Plan. You invested in a collaborative process and the result is a thoughtful plan that balances multiple regional goals and objectives and that provides a path to achieving a safe, sustainable, equitable, multi-modal regional transportation network.” – ODOT, ODOE, ODEQ and DLCD*

Numerous minor revisions and technical corrections to the plan and strategies were also submitted. You can find the complete list of proposed changes in Appendix F to this report. Recommendations to the list of proposed changes are available in Exhibit C to Ordinance 18-1421.

Below is a list of jurisdictions, agencies, community-based and environmental organizations and community members that submitted letters during the comment period.

Community-based and environmental organizations (9):

- Audubon Society of Portland
- Northeast Coalition of Neighborhoods
- Oregon Environmental Council
- Safe Routes to Schools
- SE Uplift (3 letters)
- Urban Greenspaces Institute

Local, state and federal agencies (24):

- City of Tigard
- City of Tualatin
- City of Wilsonville
- Clackamas County Board of Commissioners
- Clackamas County Business Alliance
- Clackamas County Coordinating Committee
- Clackamas County staff
- Clean Water Services
- Department of Environmental Quality
- Department of Land Conservation and Development
- Metro Parks and Nature Department
- Metropolitan Mayors Consortium
- Multnomah County
- Multnomah County Public Health
- Oregon Department of Energy
- Oregon Department of Transportation

- Portland Bureau of Transportation
- Portland Business Alliance
- South Metro Area Regional Transit
- SW Regional Transportation Council
- US Army Corps of Engineers
- Washington County
- Washington County Coordinating Committee
- Willamette Falls Locks Commission

Letters submitted in support of Frog Ferry passenger ferry project concept (17):

- Central Eastside Industrial Council
- City of Portland
- Community members (6)
- Co-Operations
- Daimler
- Port of Portland
- Rapporto, LLC
- Reach Now
- Travel Oregon
- Travel Portland
- Vigor
- Working Waterfront Coalition

PUBLIC HEARING

The Metro Council held a public hearing on August 2. The closed caption transcript of hearing testimony is included in Appendix D of the final comment report. There were seven people who testified at the hearing. Main themes of the hearing included:

- request to eliminate the West Hayden Island-related projects in the Regional Freight Strategy and the RTP constrained project list
- request to eliminate the I-5 Rose Quarter expansion project (and other highway projects) and diverting funds to transit and active transportation investments
- advocating for the Western Arterial Highway project
- support for projects that implement Vision Zero and that reduce our impact on the environment.

A summary of specific comments is provided below.

Ron Swaren, City of Portland resident – advocated for the implementation of a Western Arterial Highway project:

- *“The Western Arterial Highway makes sense and it makes sense for all modes of transportation....I’m hoping that [it] will get a legislature-funded study through the efforts that the Representative told me about.”*

Tim Helzer, Northwest Citizen Science Initiative – advocated for the removal of West Hayden Island-related rail access and yard projects:

- *“Economic demand for port facilities in Portland shows a steady decline since 1990...certainly, no port expansion to West Hayden Island has been or can be justified on economic grounds.”*
- *“[The Portland City Council] has removed from the city’s 2035 comprehensive plan that proposal for the next 20 years.”*

Jeff Geilsen, Hayden Island Neighborhood Network – noted the air quality concerns of the neighborhood association and advocated for MAX service to Vancouver with a stop at Hayden Island:

- *“Air quality on the island is of a major concern to everybody...and the reason it’s of concern is we have the state’s largest manufactured home community on West Hayden Island and a lot of those are senior citizens, minimal income if not fixed retirement income and their health benefits are a major concern”*
- *“If you had light rail land on Hayden Island, we have state lands that would handle it and our zoning is for it and it would certainly be one of the best ways to get rid of pinch points in transportation to downtown Portland and everywhere else.”*

Chris Smith, City of Portland resident – noted that he is the Vice Chair of the Planning and Sustainability Commission in Portland but is testifying as an individual. He noted his support for Vision Zero, advocated for pricing strategies to manage travel demand and managing parking in mixed use centers, and urged the Council to consider eliminating the I-5 Rose Quarter project from the plan:

- *“I think [Vision Zero] is the first yardstick we should use to evaluate our transportation projects.”*
- *“[Pricing strategies and managing parking in mixed-use centers] are two that are not going to be politically popular but they are probably the two that will go the longest ways towards moving forward our goals, our equity goals and our climate goals.”*
- *“...The I-5 Rose Quarter project, which will for the fabulous price of \$250 million per lane mile, half a billion dollars in total, have very little operational impact on our system.”*

Aaron Brown, City of Portland resident – spoke on behalf of the No More Freeway Expansions Coalition and urged the Metro Council not to spend any resources on freeway expansion:

- *“[The coalition] just think[s] we shouldn’t spend our scarce money on freeway expansions for reasons of air quality, for reasons of know what congestion are about and for reasons of climate change.”*

Sarah Iannarone, City of Portland resident, advocated not to spend resources on freeway expansions and make transportation decisions in the context of climate change:

- *“I value the work you’ve done creating climate-smart communities and I applaud your efforts to apply an equity lens...in the RTP...but I’m disappointed somewhat that you seem to be throwing up your hands in defeat with regard – this isn’t the best we can do, but it’s the best we can do right now.”*
- *“Please remember that you’re global policy leaders when it comes to climate change and allocate as much funding as possible to alternative transportation and as little as possible to the status quo, subsidizing single vehicle occupancy use.”*

Micah Meskel, Audubon Society of Portland, advocated for better integration of green infrastructure and to better address potential impacts to natural resources. He also advocated to eliminate the West Hayden Island-related projects from the plan:

- *“We strongly urge Metro to do a better job of integrating green infrastructure into the Regional Transportation Plan and to do a better job of addressing potential negative impacts to natural resources in the plan, as well.”*
- *“West Hayden Island is no longer included in the City of Portland priority project list and is no longer included in the City of Portland’s map of developable industrial lands...we do not see any credible basis for Metro to include funding of transportation infrastructure to support West Hayden Island’s terminal development.”*

CONSULTATION MEETINGS

Metro staff invited four Native American Tribes and several federal, state and local resource, wildlife, land management and regulatory agencies to consult on the public review draft RTP and strategies in accordance with [23 CFR 450.316](#). Metro convened four separate consultation meetings on Aug. 6, 14 and 21 and Sept. 6. Two staff from the Confederated Tribes of the Grand Ronde and more than 25 staff from various agencies participated in the consultation meetings. Other agency staff sent comments separately via email and letters. Metro staff also asked partner agencies and tribes for their input on when they would like to be engaged during planning processes for greater Portland's transportation system. Summaries of all consultation meetings are available in Appendix E. Some of the themes heard during the consultation meetings are below.

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

Aug. 6, 2018 consultation meeting

Metro staff hosted several agencies and one tribe to consult on the public review draft RTP and strategies. Specifically, staff described the metropolitan planning process, gave an overview of the consultation process, provided background on the 2018 Regional Transportation Plan and solicited feedback on the plan. The following tribes and agencies attended the August 6, 2018 consultation meeting:

- Confederated Tribes of Grand Ronde
- South Metro Area Regional Transit (SMART)
- Port of Vancouver
- Oregon Parks and Recreation Dept.
- U.S. Environmental Protection Agency
- Clean Water Services
- Oregon Department of Energy
- Veteran Affairs – Portland regional office
- Oregon Dept. of Transportation
- Federal Highway Administration
- Oregon Dept. of Environmental Quality

Substantive comments from the consultation meeting include:

- One partner noted to consider addressing stormwater run-off volume and water quality earlier in the planning process before implementation.
- Documentation of technical assumptions used in regional models and how the regional models measure fuel consumption and vehicle emissions, particularly greenhouse gas emissions.
- Travel demand forecasts falling short of the RTP goal to triple walking, biking and use of transit. A concern was raised that the RTP appears to give up on achieving this goal.
- Emphasizing bi-state coordination between Metro and the Southwest Washington Regional Transportation Council (RTC), specifically on major projects.
- Commuter patterns between counties and states and the impact of vehicle inspection programs on forecasted emissions, given possible changes to required inspections in the future.
- Methodology of measuring transit efficiency and ridership.
- How electric vehicles and charging infrastructure are addressed in the plan.
- Project prioritization process for selection of projects with funding.
- Whether the draft RTP sets the region on a path to meet federal transportation performance management requirements.

Metro staff also asked participants to indicate their preferences for level of notification for future consultation opportunities. Below is a list of participants who were invited to attend the Aug. 6 consultation meeting.

Native American Tribes

Tribe	Staff Contact
Confederated Tribes of Grand Ronde	Michael Karnosh, ceded lands manager
Confederated Tribes of Warm Springs	Sally Bird, cultural resources manager
Confederated Tribes of Siletz Indians	Robert Kentta, cultural resources manager
Confederated Tribes and Bands of the Yakama Nation	Johnson Meninick, cultural resources manager

Land management and planning

Agency	Staff Contact(s)
USDA Forest Service	Amanda Warner Thorpe, regional transportation program manager
US Bureau of Land Management (NW Oregon district office)	Jose Linares, district manager
National Park Service (Pacific West Region)	Heather Ramsay, program manager
Oregon Department of Forestry	Peter Daugherty, state forester
Oregon Department of Land Conservation and Development	Jennifer Donnelly, regional representative
Oregon State Historic Preservation Office	Christine Curran, deputy State Historic Preservation Officer
Oregon Parks and Recreation Department	MG Devereux, deputy director

Water Resources Management

Agency	Staff Contact(s)
U.S. Army Corps of Engineers	Melody White
Bonneville Power Administration	Elliot Mainzer, regional administrator
Oregon Water Resources Department	Cindy Smith, asst. to Director Tom Byler
Oregon Department of Environmental Quality	Nina DeConcini
Oregon Department of State Lands	Kirk Jarvie, southern field operations manager
Oregon Watershed Enhancement Board	Meta Loftsgaarden, executive director
Clean Water Services	Anne MacDonald

Species Protection

Agency	Staff Contact(s)
Environmental Protection Agency	Anthony Barber, Oregon operations director Elaine Somers, NEPA reviewer
NOAA National Marine Fisheries Services	Brad Rawls, fisheries biologist
US Fish and Wildlife Service	Joe Zisa, division supervisor
Oregon Department of Fish and Wildlife	Curt Melcher, director

Air quality and Climate change

Agency	Staff Contact(s)
Environmental Protection Agency	Anthony Barber, Oregon operations director
Oregon Department of Environmental Quality	Ali Mirzakhali, air quality division administrator
Oregon Department of Energy	Rick Wallace, senior policy analyst

Transportation, Ports, Rail and Airport Management, Planning and Operations

Agency	Staff Contact(s)
Federal Highway Administration	Rachael Tupica, senior planner
Federal Transit Administration	Jeremy Borrego, transportation program specialist
Federal Aviation Administration	David Suomi, division administrator
Federal Railroad Administration	Valarie Kniss, NW regional manager
Oregon Department of Transportation	Rian Windsheimer, Region 1 manager Jon Makler, planning manager
TriMet	Doug Kelsey general manager Jeff Owen, strategic planning coordinator
South Metro Area Regional Transit (SMART)	Dwight Brashear, transit director
Port of Portland	Emerald Bogue, regional affairs manager
Port of Vancouver	Mike Bomar, director of economic development Jim Hagar, economic development project manager

Employment and Workforce Opportunities

Agency	Staff Contact(s)
US Department of Labor	Marcus Tapia, district director
US Department of Veterans Affairs	William Streitberger, director
Oregon Bureau of Labor and Industries	Brad Avakian, labor commissioner
Oregon Department of Veterans Affairs	David Seydlitz

Aug. 14, 2018 consultation meeting

Metro staff met with three representatives of the U.S. Forest Service to provide an overview of the metropolitan planning process, the draft Regional Transportation Plan and feedback on future consultation processes.

Main comments coming out of the consultation meeting included:

- U.S. Forest Service is working in partnership with other state and federal agencies to prepare a Northwest Collaborative Long-Range Transportation Plan that presents goals and strategies to protect resources, improve safe travel, improve multi-modal access to public lands and minimize greenhouse gas emissions. The plan covers federal public lands in Oregon and Washington, including the Columbia Gorge Scenic area.
- One representative noted that the Gorge Express transit service supports the transportation plan goals, providing an important travel option for accessing public lands in the Gorge given that some destinations are near capacity.
- U.S. Forest Service is also interested in a “round the mountain” transit option via OR 35, US 26 and I-84 to improve access to public lands and reduce the impacts of transportation on public lands.

U.S. Forest Service representatives indicated that they would fill out the survey to indicate their preferences for level of notification for future consultation opportunities.

Aug. 21, 2018 consultation meeting

Metro staff met with representatives from the Federal Highway Administration, Federal Transit Administration and the Oregon Department of Transportation. Metro staff gave an overview of the transportation equity evaluation and the RTP financial documentation and assumptions.

Transportation equity evaluation comments:

- FHWA and FTA both expressed gratefulness for the equity analysis work, noting that staff went “above and beyond of what was required.”
- For future equity analysis approaches, FHWA recommended looking at all measures in aggregate and one-by-one when making a determination of disproportionate impact. FTA added that that the answer is whether the plan is serving historically marginalized communities as well as other communities, noting that the threshold is whether an impact is “disproportionately high.”
- ODOT suggested implementing some type of measure to ensure the MTIP is consistent with the RTP.

Financial plan comments:

- Develop a table showing a clear demonstration of financial constraint is needed, comparing revenues to commitments. It's best to break the table down into FHWA funding and FTA funding (or have two different tables), and also break down the analysis into at least two different year ranges.
- Rework the format and outline of the document to better serve the reader. Specific comments included:
 - Break out the Introduction and Summary into two separate sections
 - Ensure the content of each section/subsection match the name of the section/subsection
- Explain in more detail about the process and decision to convert to 2016 dollars.
- Noted that the federal financial assumptions for the next RTP update do not have to be broken down by federal funding codes, but it is important to keep FTA and FHWA funds separate.
- On page 23, it was incorrectly stated that, "Metro is the direct recipient of the above funds" – ODOT is the direct recipient of that funding.

Sept. 6, 2018 consultation meeting

Metro staff met with representatives of the Confederated Tribes of Grand Ronde to hear a brief overview of Grand Ronde Tribal history and interest, provide an overview of the metropolitan planning process and the draft Regional Transportation Plan and how the tribe would like to consult on future planning processes.

Main comments coming out of the consultation meeting included:

- Suggestion to produce a "sensitivity" or "heat" map to identify projects that may have an impact on cultural, natural or other important resources and have tribe consult on impacts before a project moves forward.
- An interest to be consulted on projects before the "shovel hits the ground." Metro staff will send the Title VI and public engagement checklist over to the Grand Ronde so they can review and discuss opportunities to include tribal consultation guidance and best practice resources to local jurisdictions.

NEXT STEPS

Later this fall, MPAC and JPACT will recommend action on the 2018 RTP and regional strategies to the Metro Council. By early December, the Metro Council will consider final action on the 2018 RTP and strategies.

September 19 – MTAC to discuss public comments and make final recommendation to MPAC on adoption of 2018 RTP and strategies for freight, transit, safety and emerging technology

September 20 – JPACT to receive an overview of public comments received and Metro staff recommendations in response to public comments

September 26 – MPAC to receive an overview of public comments received and MTAC recommendation to MPAC in response to public comments

October 5 – TPAC to make final recommendation to JPACT on adoption of 2018 RTP and strategies for freight, transit, safety and emerging technology

October 10 – MPAC to make final recommendation to Metro Council on adoption of 2018 RTP and strategies for freight, transit, safety and emerging technology

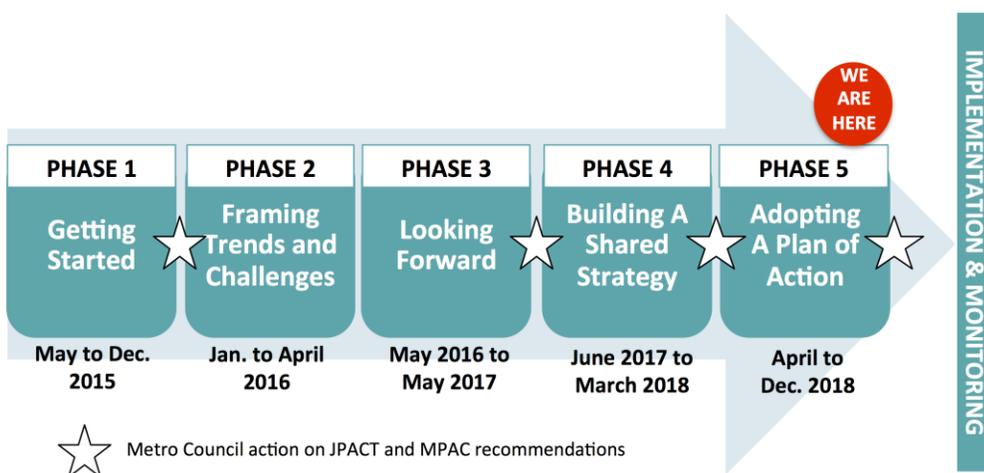
October 18 – JPACT to make final recommendation to Metro Council on adoption of 2018 RTP and strategies for freight, transit, safety and emerging technology

November 6 – Metro Council to discuss MPAC and JPACT recommendations and provide direction to staff on finalizing adoption package for Council consideration

November 8 – Metro Council to hold a public hearing on adoption of 2018 RTP and strategies for freight, transit, safety and emerging technology

December 6 – Metro Council considers final action on 2018 RTP and strategies

Figure 2. Timeline for 2018 Regional Transportation Plan update



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

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September 14, 2018