

Appendix V

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5.1 2021-2024 MTIP Public Comment Coordination

Meeting: 2021-2024 MTIP Public Comment Prep – Disposition of Comments
Date: Friday, April 17, 2020
Time: 11 a.m. to 12:15 p.m.
Place: Virtual – Zoom (Details in Meeting Invite)
Purpose: Discuss process for the disposition of public comments for the 2021-2024 MTIP & follow up material needs for the adoption draft of the 2021-2024 MTIP

11 a.m. 2021-2024 MTIP schedule overview

11:10 a.m. Response to comments expectations

- Schedule for responding to comments
- What type of comments are expected to be responded to
- Agency comments
 - E.g. programming edits and changes
 - Agency comment letter submission
- Process for adjustments

11:30 a.m. Partner comments and edits to sections of the 2021-2024 MTIP

- Walk through of itemized list
- Schedule for content and materials

12:15 p.m. Adjourn

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2021-2024 MTIP – Timeline – As of April 8, 2020

Key Dates:

- 2021-2024 MTIP Public Comment: April 17 – May 18, 2020
- 2021-2024 MTIP Adoption Draft Completed: May 29, 2020 (TPAC mailing date for June meeting)
- 2021-2024 MTIP request for JPACT approval: June 5, 2020 (TPAC)
- 2021-2024 MTIP request for adoption: July 16, 2020 (JPACT)
- 2021-2024 MTIP adoption: July 23, 2020 (Metro Council)

Public Involvement and Public Comment Response

Activity	Timeframe/Deadline
Public comment period opens	Friday, April 17, 2020
Provide partners process and procedures for responding to MTIP public comments and timeline <ul style="list-style-type: none"> • Project specific comments • Thematic comments related to MTIP assessment 	April 17, 2020
Public hearing	April 23, 2020
Partner content due to Metro (all missing pieces)	April 24, 2020
Tribal and resource agency consultation	April – May 2020
Metro staff does first pull of public comments <ul style="list-style-type: none"> • Project specific comment identified and pushed out to partners 	May 1, 2020
Public comment period closes	Monday, May 18, 2020
Develop public comment report with responses <ul style="list-style-type: none"> • Agency comment letters to Metro by May 18th 	May 18 – 22, 2020
Draft thematic comments summarized and general direction for responses	May 19, 2020
All public comment responses due <ul style="list-style-type: none"> • Includes any comment responses identified by Metro as necessary for agency response 	May 22, 2020
Finalize public comment report and 2021-2024 MTIP public review draft	May 22 – May 28, 2020
Publish public comment report with adoption draft of 2021-2024 MTIP	May 29, 2020 (TPAC mailing)
Public comment report available for audience	

Committee and Adoption Process

Activity	Timeframe/Deadline
TPAC: 2021-2024 MTIP – Overview and analysis results	May 1, 2020 (mailing April 24, 2020)

5.1 2021-2024 MTIP Public Comment Coordination

<p>TPAC: 2021-2024 MTIP – Adoption draft, analysis results, and public comment report</p> <ul style="list-style-type: none"> • Highlight any revisions from public comment • Request recommendation to JPACT 	<p>June 5, 2020 (mailing is May 29, 2020)</p>
<p>JPACT: 2021-2024 MTIP – Adoption draft, analysis results, and public comment report</p> <ul style="list-style-type: none"> • Information only 	<p>June 18, 2020 (Tentative) (mailing is on June 11, 2020)</p>
<p>JPACT: 2021-2024 MTIP – Adoption draft and public comment report</p> <ul style="list-style-type: none"> • Request recommendation to Metro Council 	<p>July 16, 2020</p>
<p>Metro Council: 2021-2024 MTIP – Adoption draft and public comment report</p> <ul style="list-style-type: none"> • Publichearing 	<p>July 23, 2020 (confirmed)</p>

5.2 2021-2024 MTIP Tribal and Resource Agency Consultation
Tribe and Resource Agency Consultation Contacts

Agency	First	Last	Title	Email	address	City	State	Zip	Staff First	Staff Last	Staff Title	Staff Email
Bonneville Power Administration	Elliot	Mainzer	Administrator	elliottmainzer@bpa.gov	P.O. Box 3621	Portland	OR	97208				
Federal Aviation Administration	David	Suomi	Regional Administrator	david.suomi@faa.gov	3180 NE Century Blvd.	Hillsboro	OR	97124				
Federal Highway Administration	Phillip	Ditzler	Division Administrator	phillip.ditzler@dot.gov	530 Center St, NE	Salem	OR	97301	Rachael	Tupica	Senior Planner	Rachael.Tupica@dot.gov
Federal Railroad Administration	Mark	Daniels	Regional Administrator	mark.daniels@dot.gov	500 Broadway Street	Vancouver	WA	98660	Valerie	Kniss	Northwest Regional Manager	Valarie.Kniss@dot.gov
Federal Transit Administration	Linda	Gehrke	Region Administrator	Linda.Gehrke@dot.gov	915 2nd Avenue	Seattle	WA	98174	Ned	Conroy		Ned.Conroy@dot.gov
National Marine Fisheries Service (NOAA)	Barry	Thom	Regional Administrator	Barry.Thom@noaa.gov	1201 NE Lloyd Blvd. Suite 1100	Portland	OR	97232	Brad	Rawls		brad.rawls@noaa.gov
National Park Service (Pacific West Region)	Stanley	Austin	Regional Director	pwr_regional_director@nps.gov	909 1st Avenue	Seattle	WA	98104	Heather	Ramsay		heather_ramsay@nps.gov
United States Army Corps of Engineers	Aaron	Dorf	Commander and District Engineer	<i>email unknown</i>	P.O. Box 2946	Portland	OR	97208	Melody	White		Melody.J.White@usace.army.mil
United States Department of Labor	Marcus	Tapia	District Director	marcus.tapia@dol.gov [Invalid]	300 Fifth Avenue Suite 1050F	Seattle	WA	98104				
United States Bureau of Land Management	Jose	Linares	District Manager	blm_or_no_mail@blm.gov	1220 SW 3rd Avenue	Portland	OR	97204				
United States Department of Veterans Affairs	William	Streitberger	Director	william.streitberger@va.gov	100 SW Main Street 2nd Floor	Portland	OR	97204				
United States Environmental Protection Agency	Chris	Hladick	Regional Administrator	hladick.christopher@epa.gov	805 SW Broadway, #500	Portland	OR	97205	Anthony	Barber	OR Operations Office Director	Barber.Anthony@epa.gov
United States Fish and Wildlife Service	Robyn	Thorson	Regional Director	robyn.thorson@fws.gov	2600 SE 98th Avenue Suite 100	Portland	OR	97266	Joe	Zisa		joe_zisa@fws.gov
United States Forest Service	James	Peña	Regional Forester	PNWRegionalForester@fs.fed.us	1220 SW 3rd Avenue	Portland	OR	97204	Amanda	Warner Thorpe	Regional Transportation Program Manager	alwarnerthorpe@fs.fed.us
Oregon Bureau of Labor and Industries	Val	Hoyle	Labor Commissioner (The Honorable Ms., or Commissioner)	mailb@boli.state.or.us								
Oregon Department of Energy	Janine	Benner	Director	janine.benner@oregon.gov	550 Capitol Street, NE 1st Floor	Salem	OR	97301	Rick	Wallace	Senior Policy Analyst	Rick.Wallace@oregon.gov
Oregon Department of Environmental Quality	Richard	Whitman	Director	Richard.WHITMAN@state.or.us	700 NE Multnomah Street, Suite 600	Portland	OR	97232	Nina	DeConcini	Northwest Region Administrator	DECONCINI.Nina@deq.state.or.us
Oregon Department of Fish and Wildlife	Michelle	Dennehy	Communications Coordinator	michelle.n.dennehy@state.or.us [Could Not Find Better Contact for this Organization]	4034 Fairview Industrial Drive, SE	Salem	OR	97302				
Oregon Department of Forestry	Peter	Daugherty	State Forester	Peter.daugherty@oregon.gov	2600 State Street	Salem	OR	97310				
Oregon Department of Land Conservation and Development	Jim	Rue	Director	jim.rue@state.or.us	635 Capitol St., NE Suite 150	Salem	OR	97301	Jennifer	Donnelly	Regional Representative	jennifer.donnelly@state.or.us
Oregon Department of State Lands	Vicki	Walker	Director	vicki.walker@state.or.us	775 Summer Street, NE, #100	Salem	OR	97301	Kirk	Jarvie	Southern Field Operations Manager	kirk.jarvie@state.or.us
Oregon Department of Transportation	Kris	Strickler	Director	kristopher.w.strickler@odot.state.or.us	355 Capitol Street, NE, MS11	Salem	OR	97301	Glen	Bolen	Interim Planning Manager	Glen.A.Bolen@odot.state.or.us
Oregon Department of Transportation	Amanda	Pietz	Head of ODOT Climate Office	Amanda.PIETZ@odot.state.or.us	355 Capitol Street, NE, MS11	Salem	OR	97301				
Oregon Department of Veterans Affairs	Mitch	Sparks	Acting Director	mitchel.sparks@state.or.us	700 Summer Street, NE	Salem	OR	97301	David	Seydlitz	Portland Regional Office	<i>no known email</i>
Oregon Parks and Recreation Department	Lisa	Sumption	Director	lisa.sumption@oregon.gov	725 Summer Street, NE, Suite C	Salem	OR	97301	MG	Devereux		mg.devereux@oregon.gov
Oregon State Historic Preservation Office	Christine	Curran	Deputy State Historic Preservation Officer	Chrissy.Curran@oregon.gov	725 Summer Street, NE, Suite C	Salem	OR	97301				
Oregon Water Resources Department	Tom	Byler	Director	Director@wrp.state.or.us	725 Summer Street, NE, Suite A	Salem	OR	97301				
Oregon Watershed Enhancement Board	Meta	Loftsgaarde	Executive Director	meta.loftsgaarden@oregon.gov	775 Summer Street, NE, Suite 360	Salem	OR	97301				
Clean Water Services	Bill	Gaffi	General Manager	gaffib@cleanwaterservices.org [Invalid]	2550 SW Hillsboro Hwy	Hillsboro	OR	97123	Anne	MacDonald	Senior Water Resources Program Manager	MacDonaldA@CleanWaterServices.org
Port of Portland	Curtis	Robinhold	Executive Director	curtis.robinhold@portofportland.com	7200 NE Airport Way	Portland	OR	97218	Emerald	Bogue	Regional Affairs Manager	Emerald.Bogue@portofportland.com
Port of Vancouver	Julianna	Marler	CEO	jmarler@portvanusa.com	3103 NW Lower River Road	Vancouver	WA	98660	Jim	Hagar	Economic Development Project Manager	JHagar@Portvanusa.com
TriMet	Doug	Kelsey	General Manager	KelseyD@TriMet.org	1800 SW 1st Avenue, #300	Portland	OR	97201	Jeff	Owens	Strategic Planning Coordinator	OwenJ@TriMet.org
South Metro Area Regional Transit (SMART)	Dwight	Brashear	Transit Director	brashear@ridesmart.com	29799 SW Town Center Loop E	Wilsonville	OR	97070	Elli	Work	Transportation Management Analyst	work@ridesmart.com

5.2 2021-2024 MTIP Tribal and Resource Agency Consultation
Tribe and Resource Agency Consultation Contacts

Agency	First	Last	Title	Email	address	City	State	Zip	Staff First	Staff Last	Staff Title	Staff Email
Confederated Tribes of Warm Springs	Austin	Greene Jr.	Tribal Chairman	austin.greene@wstribes.org	1233 Veterans Street, P.O. Box C	Warm Springs	OR	97761				
Confederated Tribes of Siletz Indians	Delores	Pigsley	Tribal Chairman	dpigsley@msn.com	P.O. Box 549	Siletz	OR	97380	Robert	Kentta	Cultural Resources Manager	rkentta@ctsi.nsn.us
Confederated Tribes of Grand Ronde	Cheryle	Kennedy	Tribal Chairwoman	cheryle.kennedy@grandronde.org	9615 Grand Ronde Road	Grand Ronde	OR	97347	Michael	Karnosh	Ceded Lands Program Manager	michael.karnosh@grandronde.org
Confederated Tribes and Bands of the Yakama Nation	JoDe	Goudy	Tribal Chairman	jode@yakama.com	401 Fort Road, P.O. Box 151	Toppenish	WA	98948	Johnson	Meninick	Cultural Resources Manager	johnson@yakama.com
Metro Parks and Nature	Jonathan	Soll	Manager II, Parks and Nature	jonathan.soll@oregonmetro.gov	600 NE Grand Ave	Portland	OR	97232				
Metro Parks and Nature	Lori	Hennings	Senior Natural Resource Scientist	lori.hennings@oregonmetro.gov	600 NE Grand Ave	Portland	OR	97232				
Portland Bureau of Environmental Services	Michael	Jordan	Director	mike.jordan@portlandoregon.gov	400 SW 6th Ave	Portland	OR	97204	Felicia	Heaton	Administration	Felicia.heaton@portlandoregon.gov
Clackamas Water Environment Services	Greg	Geist	Director	wescustomerservice@clackamas.us	150 Beaver Creek Rd	Oregon City	OR	97045				
Oregon Department of Agriculture	Lisa	Charpiloz Hanson	Deputy Director	lhanson@oda.state.or.us	635 Capitol St NE	Salem	OR	97301	Jim	Johnson	Land Use & Water Planning Coordinator	jjohnson@oda.state.or.us



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

Council President Lynn Peterson

Tuesday, May 5, 2020

Tribal Chairwoman Cheryle Kennedy
Confederated Tribes of Grand Ronde
9615 Grand Ronde Road
Grand Ronde, OR 97347

Dear Tribal Chairwoman Kennedy:

As the Metro Council President, I invite and respectfully ask the Confederated Tribes of Grand Ronde to consult on the greater Portland region's draft 2021-2024 Metropolitan Transportation Improvement Program (MTIP). The program records how all federal transportation money will be spent in the Portland metropolitan area from 2021 to 2024. It also monitors and records state- and locally-funded projects that may significantly affect the region's air quality. I would appreciate your review and comments on the draft MTIP, available at oregonmetro.gov/mtip2021-24.

We invite this consultation in accordance with the spirit of 23 CFR 450.316, specifically section (c), which states:

When the MPA includes Indian Tribal lands, the MPO shall appropriately involve the Indian Tribal government(s) in the development of the metropolitan transportation plan and the TIP.

Though we currently do not show land in trust for the Confederated Tribes of Grand Ronde in the greater Portland region, Metro wants to honor the historic and ongoing interest the tribe has in the lands and resources of the region. In particular, your perspective on transportation needs of tribal members living in the tri-county region and impacts of transportation projects on lands of significance to the tribe would be helpful. We would appreciate submission of your comments by Monday May 18, 2020.

Metro is designated by Congress and the Governor of Oregon as the metropolitan planning organization for the greater Portland region. As part of its responsibilities, Metro develops and implements two planning and policy documents: the MTIP and the Regional Transportation Plan (RTP). Metro updates the MTIP every three years, collecting information from the Oregon Department of Transportation and the region's cities, counties and transit agencies. The 2021-2024 MTIP is expected to be finalized and acted on by the Metro Council in July 2020.

As part of this consultation opportunity, Metro will host a meeting to provide a brief overview of the draft MTIP and address questions or concerns that you, other agencies and

Native American Tribes may have about the MTIP. We are offering two times. Please join us for one of them:

- **Monday, May 11, 2020, 9 to 11 a.m.**
- **Friday, May 15, 2020, 1 to 3 p.m.**

Please RSVP for the consultation meeting time that works best for you by **Friday May 8 at 5 p.m.** to Pamela Blackhorse at Pamela.Blackhorse@oregonmetro.gov. If neither of these consultation meeting times work for you, get in touch with Pamela and we can arrange another time to meet with you before May 18. We are happy to discuss transportation planning in greater Portland beyond the MTIP at any time.

I thank you for your time and attention to this matter. Please direct your comments and any questions you have about this consultation request to: Molly Cooney-Mesker, Communications specialist at 503-797-1750 or molly.cooney-Mesker@oregonmetro.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "Lynn Peterson". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Lynn Peterson
Metro Council President

CC:

Michael Karnosh, Ceded Lands Program Manager, Confederated Tribes of Grand Ronde
Marissa Madrigal, Metro Chief Operating Officer
Elissa Gertler, Metro Planning and Development director
Margi Bradway, Metro Planning and Development deputy director
Ted Leybold, Planning manager
Grace Cho, Senior transportation planner
Clifford Higgins, Communications manager
Molly Cooney-Mesker, Community engagement specialist

May 4, 2020

Chris Hladick
Regional Administrator
United States Environmental Protection Agency
805 SW Broadway, #500
Portland, OR 97205

Subject: Request for consultation on draft 2021-2024 Metropolitan Transportation Improvement Program

Dear Chris Hladick:

I am pleased to inform you that the greater Portland region's draft 2021-2024 Metropolitan Transportation Improvement Program (MTIP) has been released for public comment. I invite the United States Environmental Protection Agency to consult with Metro on the plan. I would appreciate your review and comments on the draft MTIP, available at oregonmetro.gov/mtip2021-24. Please submit your comments by Monday, May 18, 2020.

Metro is designated by Congress and the Governor of Oregon as the metropolitan planning organization for the greater Portland region. As part of its responsibilities, Metro develops and implements two planning and policy documents: the MTIP and the Regional Transportation Plan (RTP). Metro updates the MTIP every three years, collecting information from the Oregon Department of Transportation and the region's cities, counties and transit agencies. The Metro Council shares decision-making authority for this responsibility with the Joint Policy Advisory Committee on Transportation. The 2021-2024 MTIP is expected to be finalized and acted on by the Metro Council in July 2020.

As part of this consultation opportunity, Metro will host a meeting to provide a brief overview of the draft MTIP and address questions or concerns that you, other agencies and Native American Tribes may have about the MTIP. We are offering two times. Please join us for one of them:

- **Monday, May 11, 2020, 9 to 11 a.m.**
- **Friday, May 15, 2020, 1 to 3 p.m.**

Please RSVP for the consultation meeting time that works best for you by **Friday May 8 at 3 p.m.** to Pamela Blackhorse at Pamela.Blackhorse@oregonmetro.gov.

We invite this consultation in accordance with 23 CFR 450.316, specifically section (b), which states, in part:

In developing metropolitan transportation plans and TIPs, the MPO should consult with agencies and officials responsible for other planning activities within the MPA that are affected by transportation (including State and local planned growth, economic development, tourism, natural disaster risk reduction, environmental protection, airport operations, or freight movements) or coordinate its planning process (to the maximum extent practicable) with such planning activities.

And section (f), which states:

Include in their plans and programs “a discussion of types of potential environmental mitigation activities and potential areas to carry out these activities, including activities that may have the greatest potential to restore and maintain the environmental functions affected by the metropolitan transportation plan. The discussion may focus on policies, programs, or strategies, rather than at the project level. The discussion shall be developed in consultation with Federal, State, and Tribal land management, wildlife, and regulatory agencies.

I thank you for your time and attention to this matter. Please direct your comments and any questions you have about this consultation request to: Molly Cooney-Mesker, Communications specialist at 503-797-1750 or molly.cooney-mesker@oregonmetro.gov.

Sincerely,



Elissa Gertler
Metro Planning and Development Director

CC: Anthony Barber, OR Operations Office Director
Elaine Somers, NEPA Reviewer
Margi Bradway, Metro Planning and Development Deputy Director
Ted Leybold, Planning Manager
Grace Cho, Senior Transportation Planner
Clifford Higgins, Communications Manager
Molly Cooney-Mesker, Community Engagement Specialist



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Agenda

Meeting: 2021-2024 Metropolitan Transportation Improvement Program (MTIP) consultation with tribes and federal, state and local agencies

Date: Monday, May 11, 2020

Time: 9 – 11:00 a.m.

Place: Zoom virtual meeting

Purpose: Receive feedback from tribes and federal, state and local agencies on the 2021-2024 MTIP

Outcome(s): Questions and comments from tribes and resource agencies about the 2021-2024 MTIP are addressed; the next MTIP incorporates partners' guidance.

- 9 a.m. Welcome, introductions, purpose, Zoom instructions/notes
- 9:10 a.m. What is the metropolitan planning process and consultation?
- MTIP - what is, what isn't, how often, how it works with other plans and what are we consulting on?
- 9:20 a.m. 2021-2024 MTIP process and results summary
- What is the MTIP?
 - How did we get here?
 - MTIP performance results for regional goals
 - Q&A
- 9:55 p.m. Consultation with tribal and federal, state and local partners
- Given the results that Grace just shared, is the MTIP on track in advancing the region's priorities of safety, equity, climate and reducing traffic congestion?
 - As we look toward the 2024-2027 MTIP investment cycle, should there be a different focus in investments?
- 10:50 p.m. Thank you and next steps
- Next steps
 - Thank you
 - Receiving public comments through May 18



2021-24 MTIP Consultation meeting

May 11, 2020

Regional transportation planning

Metro is the designate **metropolitan planning organization (MPO)**

Regional Transportation Plan (RTP): 25-year blueprint for greater Portland's transportation system

Metropolitan Transportation Improvement Program (MTIP): “The RTP in action” – 3-year list of projects scheduled to receive federal funding

Stages of RTP to project development with equity and civil rights engagement and impact assessment

(Title VI of the Civil Rights Act and the Executive Order on Environmental Justice)
 5.2 2021-2024 MTIP Tribal and Resource Agency Consultation

Updating the Regional Transportation Plan



RTP policies are a framework for other transportation plans

Regional development of RTP policies provide the framework for the development of city and county transportation system and other plans for projects to be added to regional priority lists.

Regional engagement with historically marginalized communities helps develop policies and identify their needs.



Local and agency plans are developed independently to meet local goals within that framework

Cities, counties and agencies independently develop transportation system plans and other plans that call for transportation projects.

Local engagement with historically marginalized communities helps develop policies, plans and projects; **local assessment** determines effects for these communities.



Projects from local and agency plans are brought together as county-level priorities

Cities and counties work together on the county level to prioritize projects for the regional priority list.

Some local engagement with historically marginalized communities and **consideration** of effects for them helps develop countywide lists.



Identified priorities are brought together as the RTP project list within the policy framework

The RTP brings city, county, regional and state priority projects together to create a regional priority list.

Some regional engagement with historically marginalized communities helps confirm the regional list; **regional assessment** of RTP determines effects for these communities.

The Metropolitan Transportation Improvement Program to project development



Individual projects from the RTP project list are proposed

Cities and counties pursue opportunities for federal funds for near-term priorities, primarily through ODOT and Metro.

Local consideration of effects for historically marginalized communities helps determine near-term priorities.



Proposed projects are prioritized for funding

ODOT, Metro, TriMet and SMART prioritize projects for funding through independent processes.

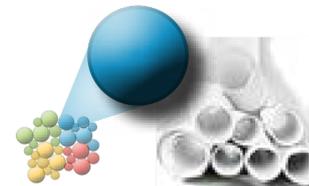
Some local and regional engagement with historically marginalized communities on priority projects; equity **assessment** and consideration through agency prioritization processes.



Funding packages are brought together as the MTIP

The MTIP reports how all federal transportation money will be spent in the region over the next four years, bringing together ODOT, Metro, TriMet and SMART funding packages.

Assessment of MTIP determines effects for historically marginalized communities.



Individual project is developed

Funded projects are moved into project development by the city, county, regional or state agency that sponsored them through the funding process.

Project-specific engagement with historically marginalized communities help develop the project; **assessment** of the project determines effect for these communities.

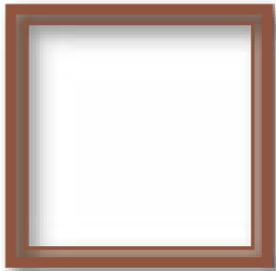


Project is constructed

The project moves into construction, serving the identified needs.

Implementation of mitigation strategies for inequitable effects that could not be avoided or fully minimized.

RTP development

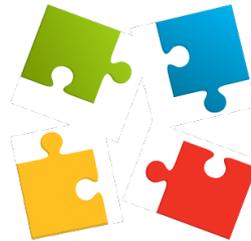


RTP policies are a framework for other transportation plans

Consultation



Local and agency plans are developed independently to meet local goals within that framework

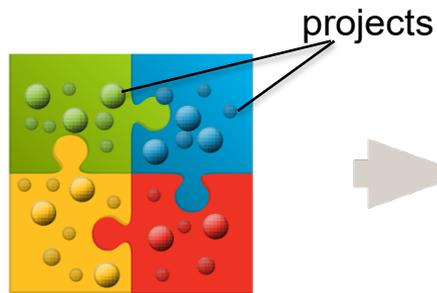


Projects from local and agency plans are brought together as county-level priorities

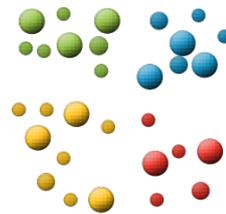


Identified priorities are brought together as the RTP project list within the policy framework

MTIP development

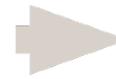


Individual projects from the RTP project list are proposed

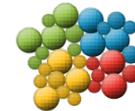


Proposed projects are prioritized for funding

- ODOT
- TriMet
- SMART
- Metro (regional flexible funds)

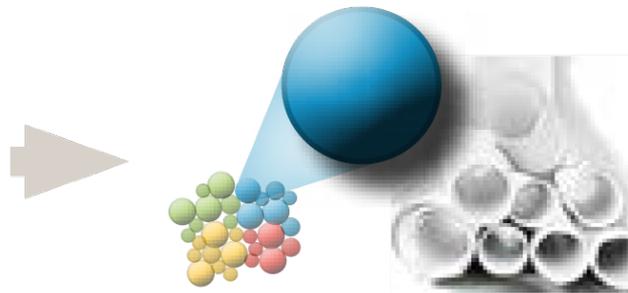


We are here.

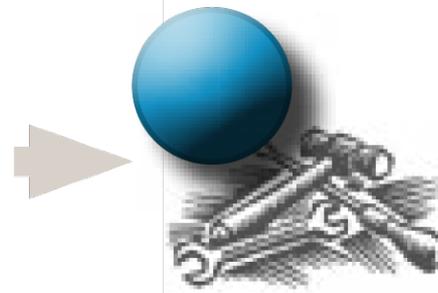


Funding packages are brought together as the MTIP

Project development, construction



Individual project is developed



Project is constructed

NEPA consultation during project development as appropriate

Stages of RTP to project development with equity and civil rights engagement and impact assessment

(Title VI of the Civil Rights Act and the Executive Order on Environmental Justice)
 5.2 2021-2024 MTIP Tribal and Resource Agency Consultation

Updating the Regional Transportation Plan



RTP policies are a framework for other transportation plans

Regional development of RTP policies provide the framework for the development of city and county transportation system and other plans for projects to be added to regional priority lists.

Regional engagement with historically marginalized communities helps develop policies and identify their needs.



Local and agency plans are developed independently to meet local goals within that framework

Cities, counties and agencies independently develop transportation system plans and other plans that call for transportation projects.

Local engagement with historically marginalized communities helps develop policies, plans and projects; **local assessment** determines effects for these communities.



Projects from local and agency plans are brought together as county-level priorities

Cities and counties work together on the county level to prioritize projects for the regional priority list.

Some local engagement with historically marginalized communities and **consideration** of effects for them helps develop countywide lists.

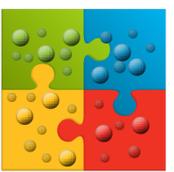


Identified priorities are brought together as the RTP project list within the policy framework

The RTP brings city, county, regional and state priority projects together to create a regional priority list.

Some regional engagement with historically marginalized communities helps confirm the regional list; **regional assessment** of RTP determines effects for these communities.

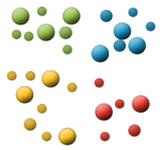
The Metropolitan Transportation Improvement Program to project development



Individual projects from the RTP project list are proposed

Cities and counties pursue opportunities for federal funds for near-term priorities, primarily through ODOT and Metro.

Local consideration of effects for historically marginalized communities helps determine near-term priorities.



Proposed projects are prioritized for funding

ODOT, Metro, TriMet and SMART prioritize projects for funding through independent processes.

Some local and regional engagement with historically marginalized communities on priority projects; equity **assessment** and consideration through agency prioritization processes.



Funding packages are brought together as the MTIP

The MTIP reports how all federal transportation money will be spent in the region over the next four years, bringing together ODOT, Metro, TriMet and SMART funding packages.

Assessment of MTIP determines effects for historically marginalized communities.



Individual project is developed

Funded projects are moved into project development by the city, county, regional or state agency that sponsored them through the funding process.

Project-specific engagement with historically marginalized communities help develop the project; **assessment** of the project determines effect for these communities.



Project is constructed

The project moves into construction, serving the identified needs.

Implementation of mitigation strategies for inequitable effects that could not be avoided or fully minimized.



Metro

2021-2024 Metropolitan Transportation Improvement Program (MTIP)

Tribal & Resource
Agency Consultation
May 11, 2020





Metropolitan Transportation Improvement Program (MTIP)

What is the MTIP?

MTIP = Metropolitan Transportation Improvement Program

- Short-term investment plan
 - Details project delivery and spending
- Process of aligning investments to advance regional goals
- Document of administrative procedures



Effective MTIP

MTIP purpose

Implementation

- Align investments to get to regional and federal outcomes
- Ensure federal MTIP regulations are being met

Monitoring

- Track delivery progress and fund availability
- Confirm federal funding eligibility



Building the 2021-2024 MTIP

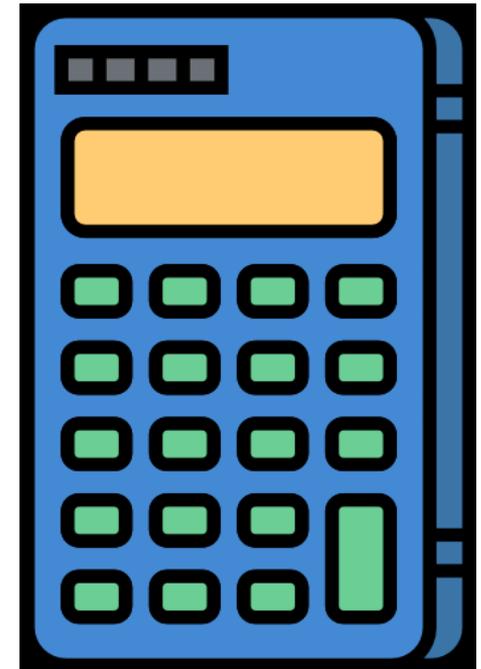
Projecting Funding and Cost Estimating

Financial Forecasting

- Revenue estimates for FY2022-2024

Cost Estimating

- Reviewing project cost estimates proposals for accuracy



Allocating Funds

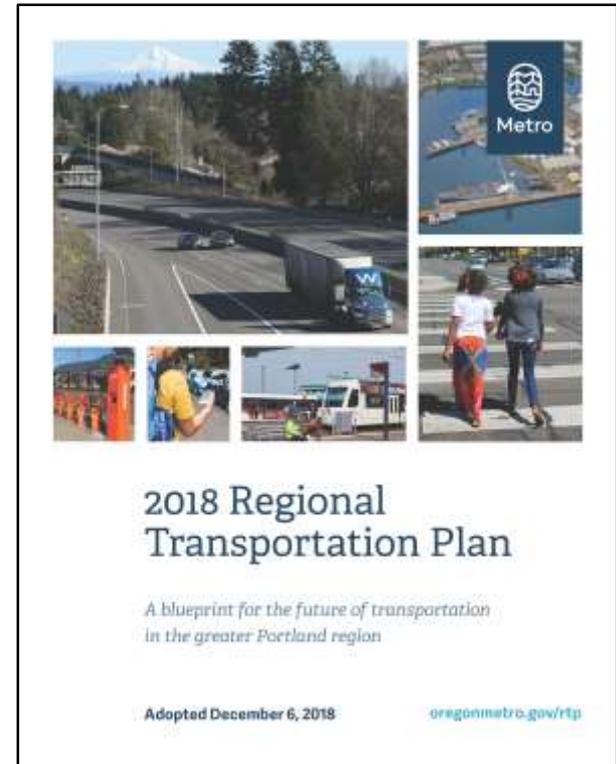
Four allocation processes:

- Metro (MPO) – Regional Flexible Fund (FY2022-2024)
- ODOT (State DOT) – Region 1 Federal & State Funds (FY2022-2024)
- SMART & TriMet (Transit) – Annual Budget Process and Programming of Projects (POP)

Allocation Factors and Criteria

General factors and criteria:

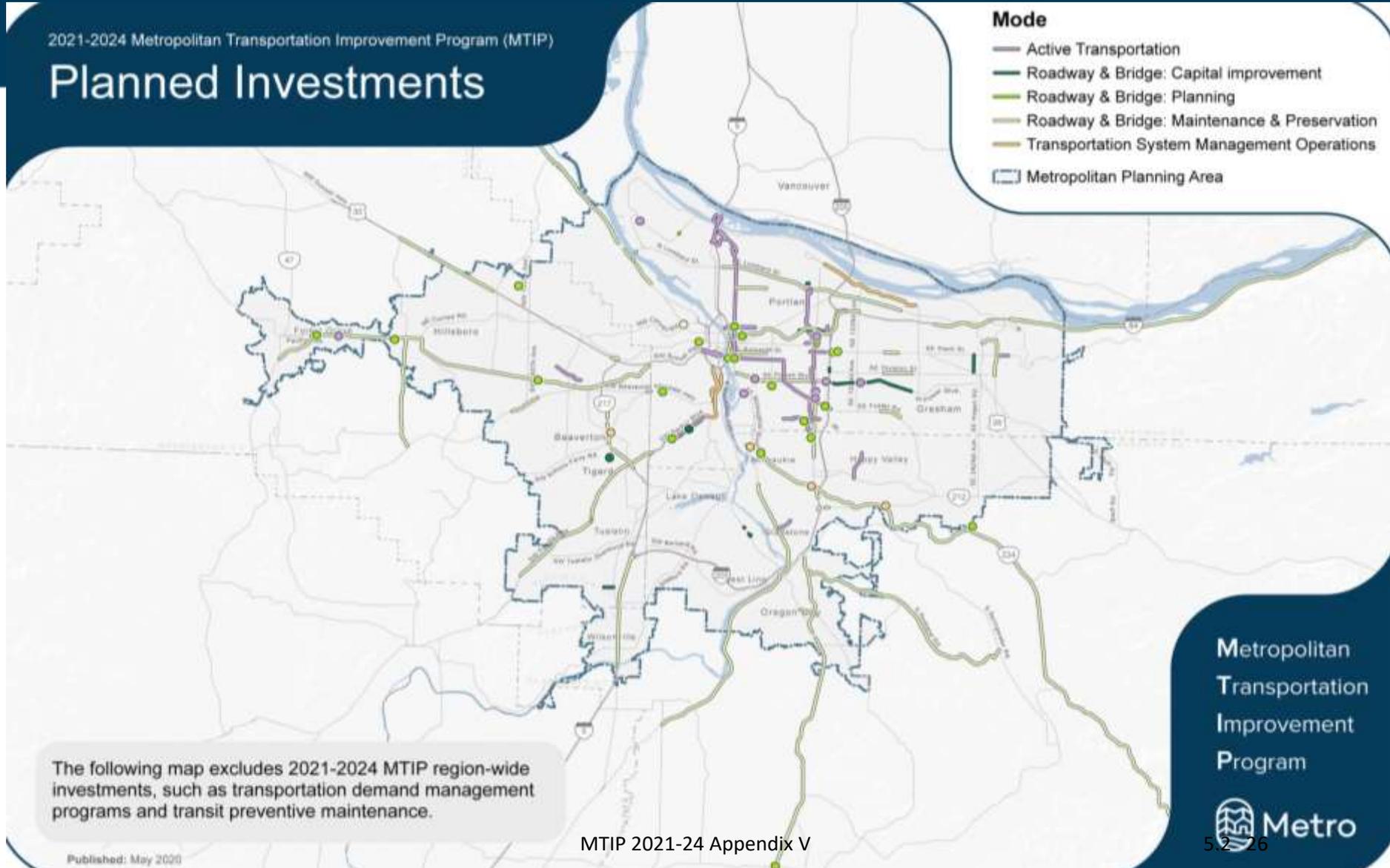
- Federal and/or state eligibility
 - Funding restrictions, limitations
- Regional Transportation Plan
 - Safety, Equity, Climate, and Congestion
- Project delivery and fund leverage
 - E.g. ODOT “Fix-It Leverage”



Funded Projects

2021-2024 Metropolitan Transportation Improvement Program (MTIP)

Planned Investments



The following map excludes 2021-2024 MTIP region-wide investments, such as transportation demand management programs and transit preventive maintenance.



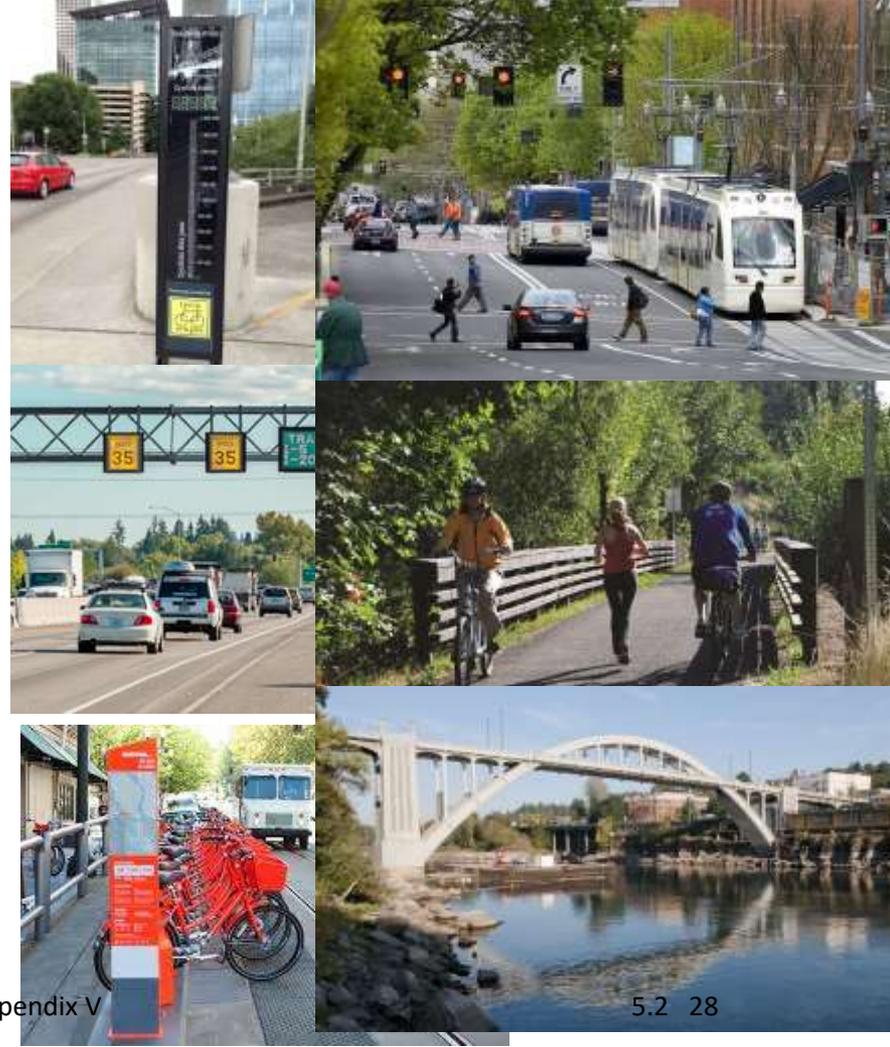
2021-2024 MTIP Performance Evaluation – Approach, Results & Draft Findings

2021-2024 MTIP Performance Evaluation Purpose

5.2 2021-2024 MTIP Tribal and Resource Agency Consultation

Purpose: Assess 2021-2024 MTIP progress on RTP goals and federal performance targets

- Understand how the investment are doing.
- Identify potential areas for monitoring or addressing while MTIP is in effect
- Identify potential areas for future emphasis



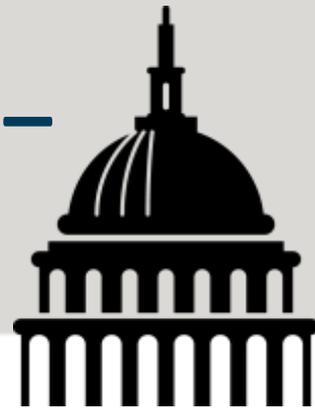
2021-2024 MTIP Evaluation

Approach – RTP Priorities

- Apply associated 2018 RTP performance measures

Priority	Evaluation Measure
Safety	<ul style="list-style-type: none"> • Level of investment to address fatalities and serious injuries • Level of safety investment on high injury corridors
Equity	<ul style="list-style-type: none"> • Access to jobs and community places • System completeness of active transportation network • Safety measures (see above)
Climate Change	<ul style="list-style-type: none"> • Percent reduction of greenhouse gases per capita
Congestion	<ul style="list-style-type: none"> • Evaluates mid-day and pm peak travel time between regional origin-destination pairs by mode of travel (e.g. transit, bicycle) • Mode shift • Miles traveled

2021-2024 MTIP Evaluation Approach – Federal Performance Targets



Transportation Performance Management

- Safety – Fatalities and Serious Injuries
- Asset Management – Pavement – Percentage of the non-Interstate NHS in Good condition; in Poor condition
- Asset Management – Transit – Rolling stock, Equipment, Facilities, Infrastructure
- National Highway System Performance – Percentage of person-miles traveled on the Interstate, non-Interstate NHS that are reliable
- Freight Movement on the Interstate System – Truck Travel Time Reliability (TTTR) Index
- Congestion Mitigation and Air Quality – Total emission reductions for applicable criteria pollutants

2021-2024 MTIP – Overall Results

Making progress towards RTP goals and federal performance targets

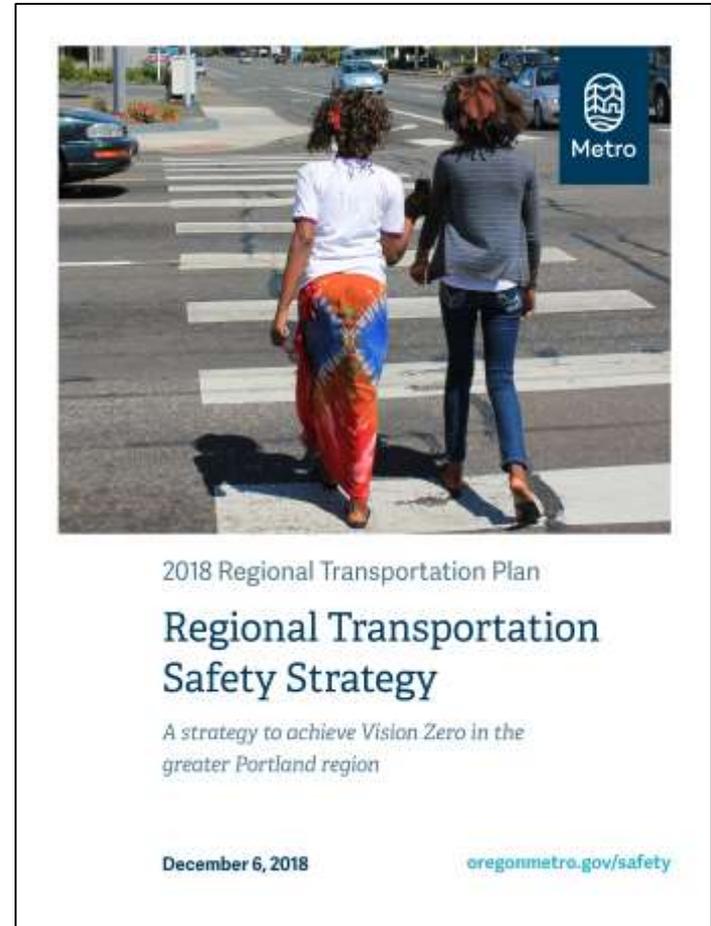
- Some areas doing better than others
- Continue to focus on equity/disparities and safety
- Some further technical research and refinement needed for methodology

Safety Results

Crash data trending in wrong direction

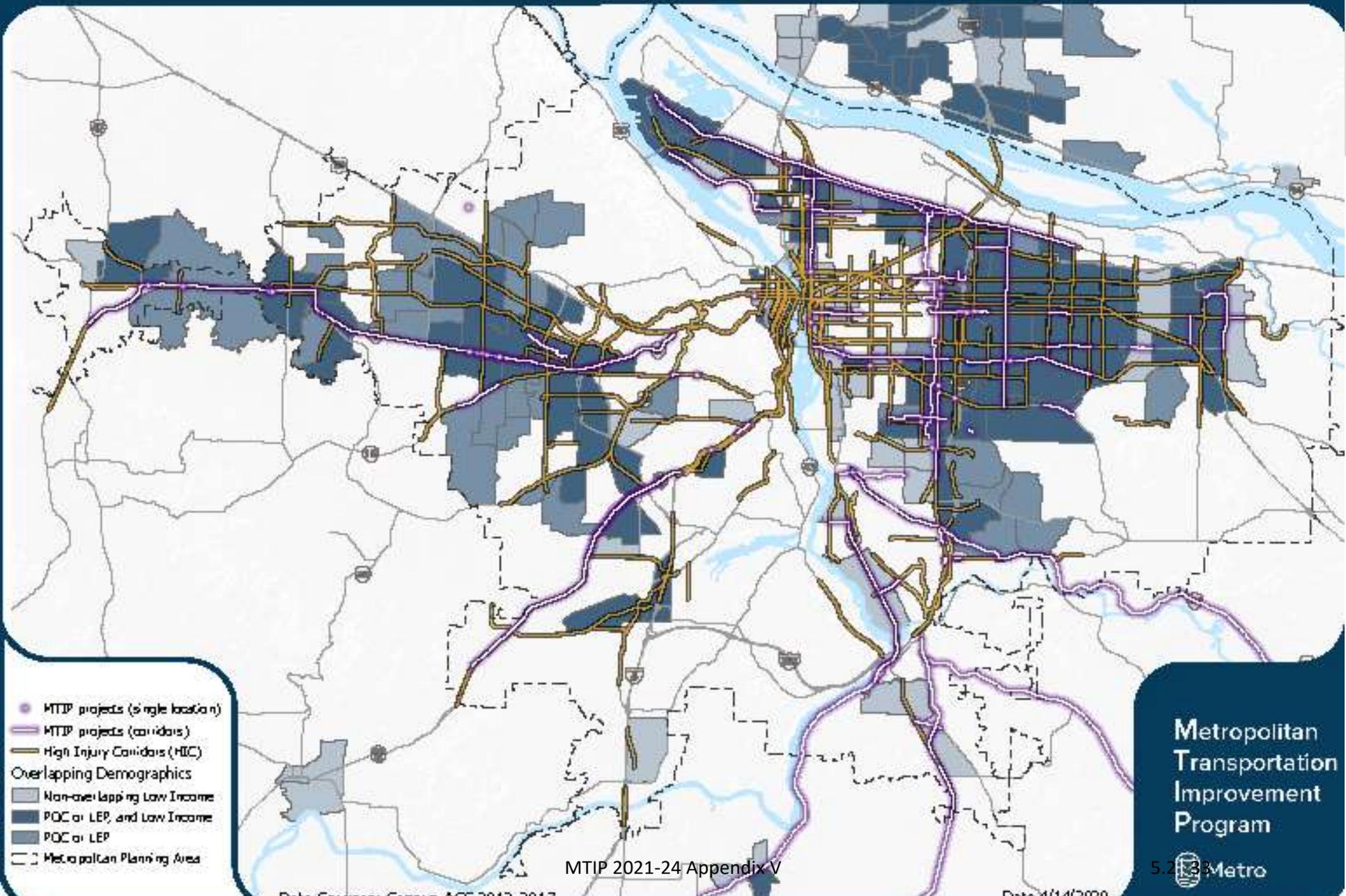
Investing more and strategically

- Focus on high injury corridors and intersections in equity focus areas



2021-2024 MTIP Safety Projects Overlapping Equity Focus Areas and High Injury Corridors

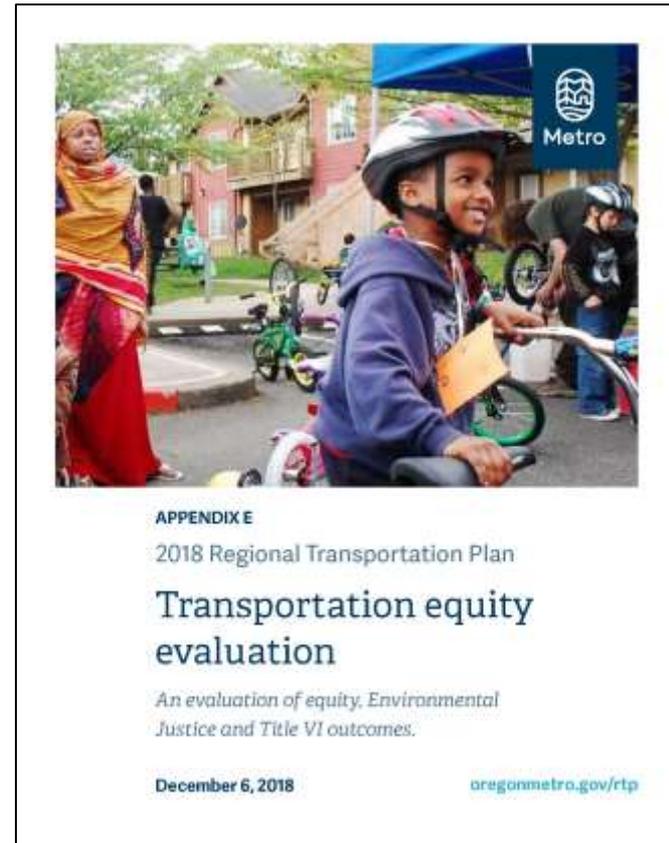
This map shows the overlap of MTIP safety projects with designated High Injury Corridors as well as Census tracts with higher than regional average concentrations and double the density of one or more of the following: people of color, people with low income, and Limited English Proficiency (LEP).



Equity Results

Moving towards equitable outcomes, but more work to do

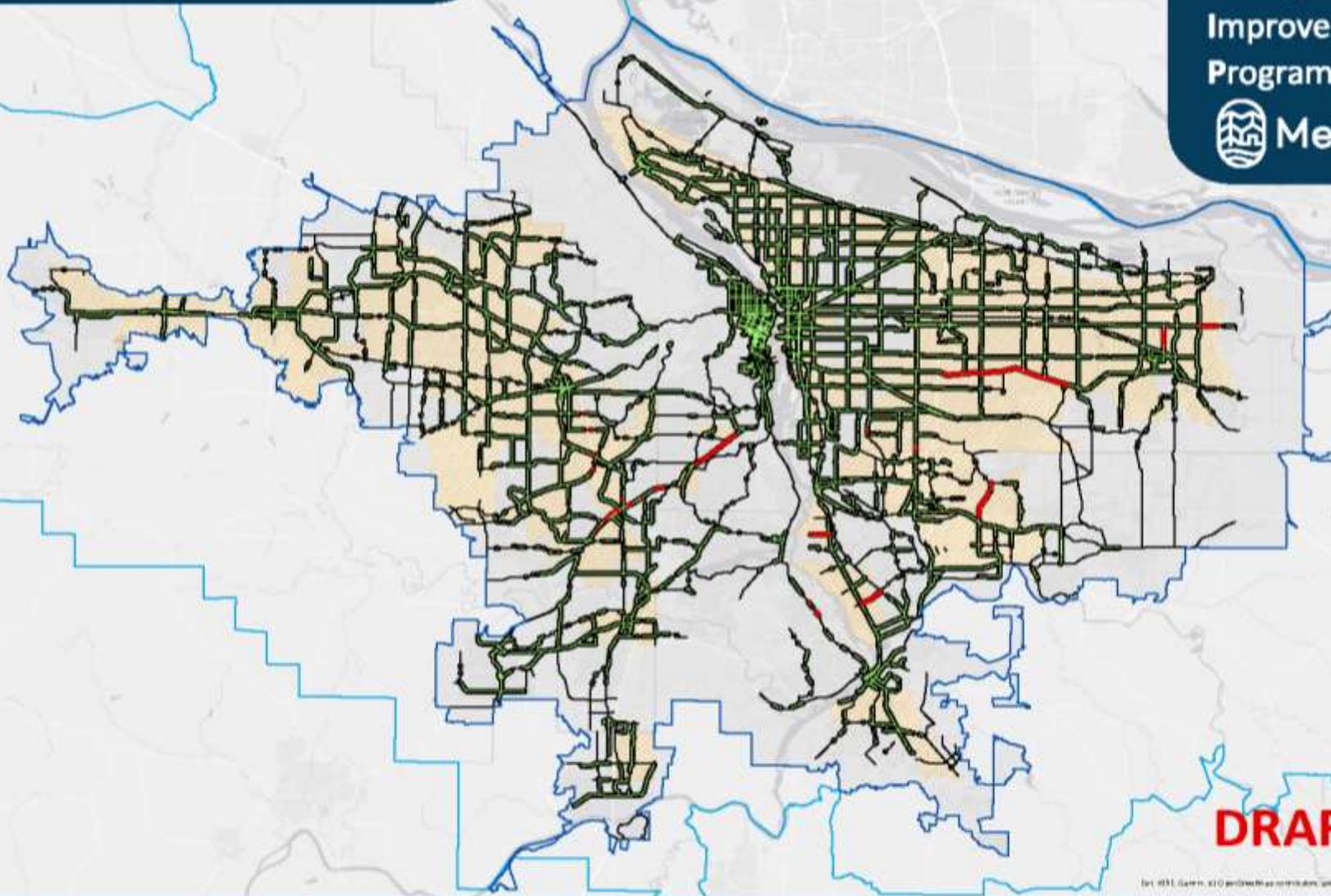
- Greater active transportation system completeness in equity focus areas compared to region and non-equity focus areas
- Access to jobs and community places by transit increases, but mixed results for equity focus areas



Completeness of Regional Sidewalk Network

5.2 2021-2024 MTIP Tribal and Resource Agency Consultation

Metropolitan
Transportation
Improvement
Program



DRAFT

For MTA Users, all content is for informational purposes only and is not intended to be used as a community

- Planned regional sidewalk network
- Existing sidewalk
- completed with MTIP 2021-24 project

- Transportation analysis zones
- Non-EFA
- EFA
- Metropolitan Planning Area
- Analysis area

February 2020

Equity Results

Access to Community Places -- All						
	% Change in Community Places with 2021-2024 MTIP					
	AP	AOP	TP	TOP	B	W
Region	2%	1%	11%	13%	0%	0%
Non-Equity Focus Areas	3%	1%	10%	12%	0%	0%
Equity Focus Areas	2%	1%	12%	15%	0%	0%

Equity Results

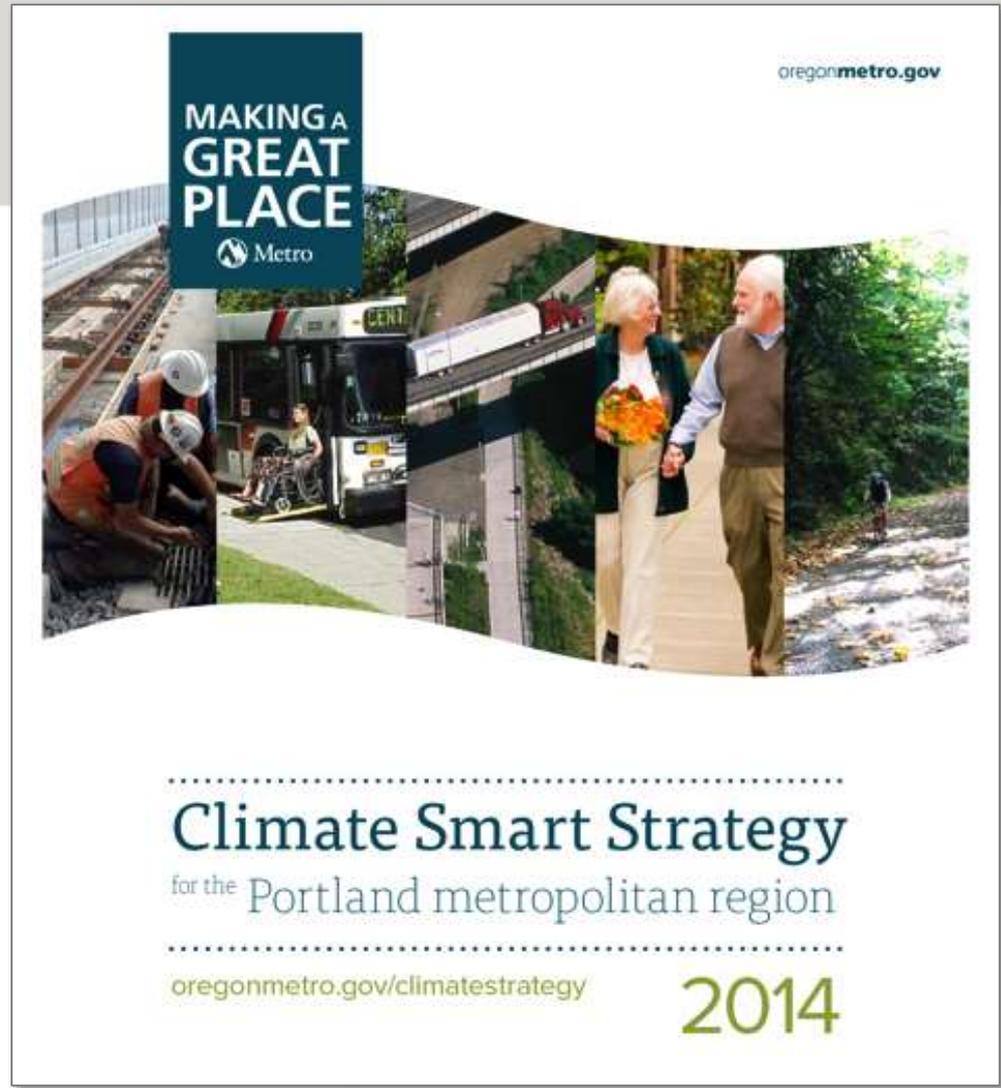
Job Access -- All Jobs

	% Change in Jobs with 2021-2024 MTIP Investments					
	AP	AOP	TP	TOP	B	W
Region	2%	1%	10%	13%	0%	0%
Non-Equity Focus Areas	2%	1%	11%	13%	0%	0%
Equity Focus Areas	2%	1%	10%	13%	0%	0%

	% Change in Jobs with 2021-2024 MTIP Investments					
	AP	AOP	TP	TOP	B	W
City of Portland	2%	1%	11%	14%	0%	0%
City of Portland Non-Equity Focus Areas	2%	1%	10%	13%	0%	0%
City of Portland Equity Focus Areas	1%	1%	13%	15%	0%	0%

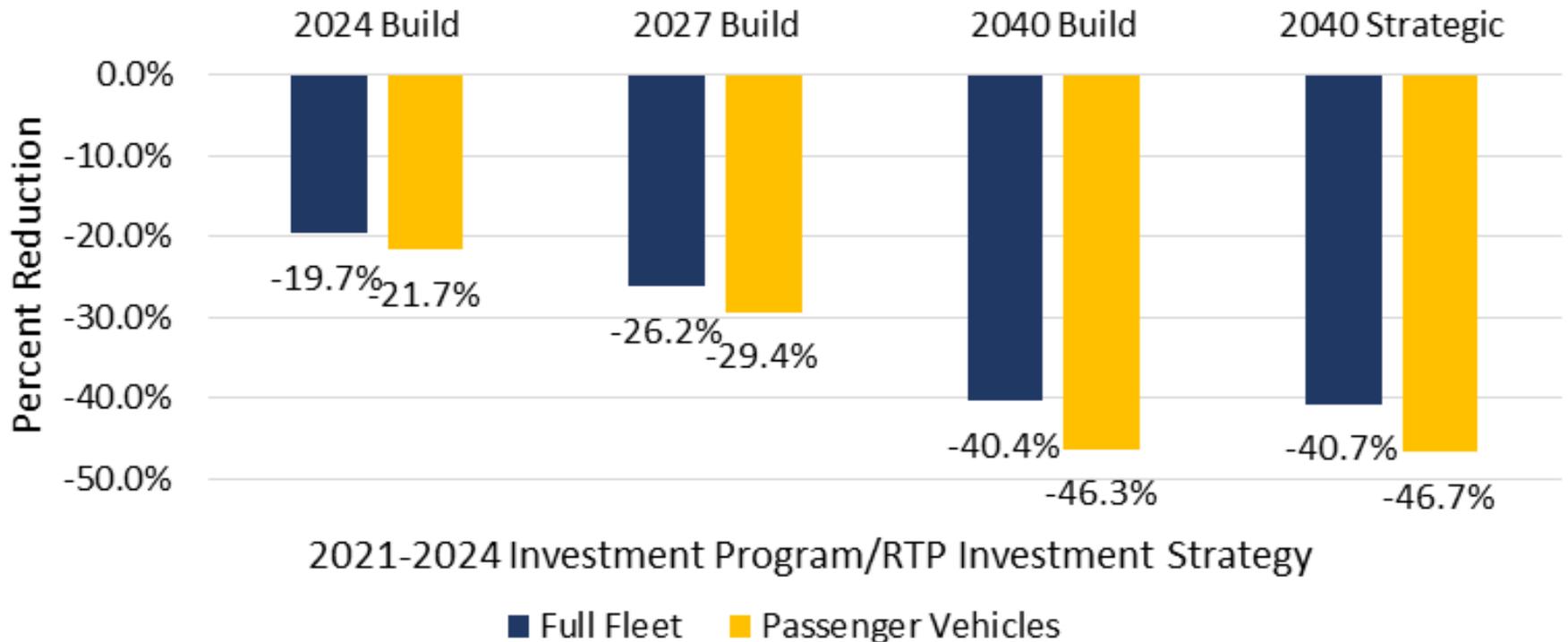
Climate Results

- Region is on track w/Climate Smart target
- 21% decrease greenhouse gases per capita by 2024 (from 2015)



Climate Results

Annual Greenhouse Gas Emissions Reduction Per Capita



Federal Performance Management Results

Meeting or exceeding	On track	Got some work to do
Asset Management: Pavement - % Interstate in good; poor; % non-interstate NHS in good condition	Asset Management: Pavement - % non- interstate in poor condition	Safety – fatalities and serious injuries
National Highway System Performance - % PMT non-interstate NHS reliable; % PMT on interstate reliable	Asset Management: Bridge - % NHS bridges in good; poor condition	Asset Management: Transit Equipment – Automobiles; Facilities (TriMet)
Freight Movement – Truck travel time reliability	Asset Management: Transit Infrastructure – light rail (TriMet)	Asset Management: Transit Rolling Stock (SMART); Equipment (SMART)
Environment - Total emission reductions for CO	Asset Management: Transit Facilities (SMART)	
Asset Management: Transit Rolling Stock – Buses and cutaway vehicles; Equipment – Trucks; Infrastructure – Hybrid (TriMet)		

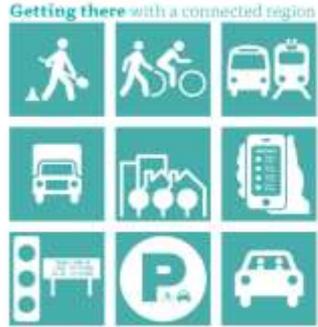
Consultation Questions & Discussion

- Is the 2021-2024 MTIP on track in advancing the region's priorities of safety, equity, climate and reducing traffic congestion?
- What change in policy recommendations or emphasis should be considered for the 2024-2027 MTIP?
- Contact information for individual projects?



Next Steps

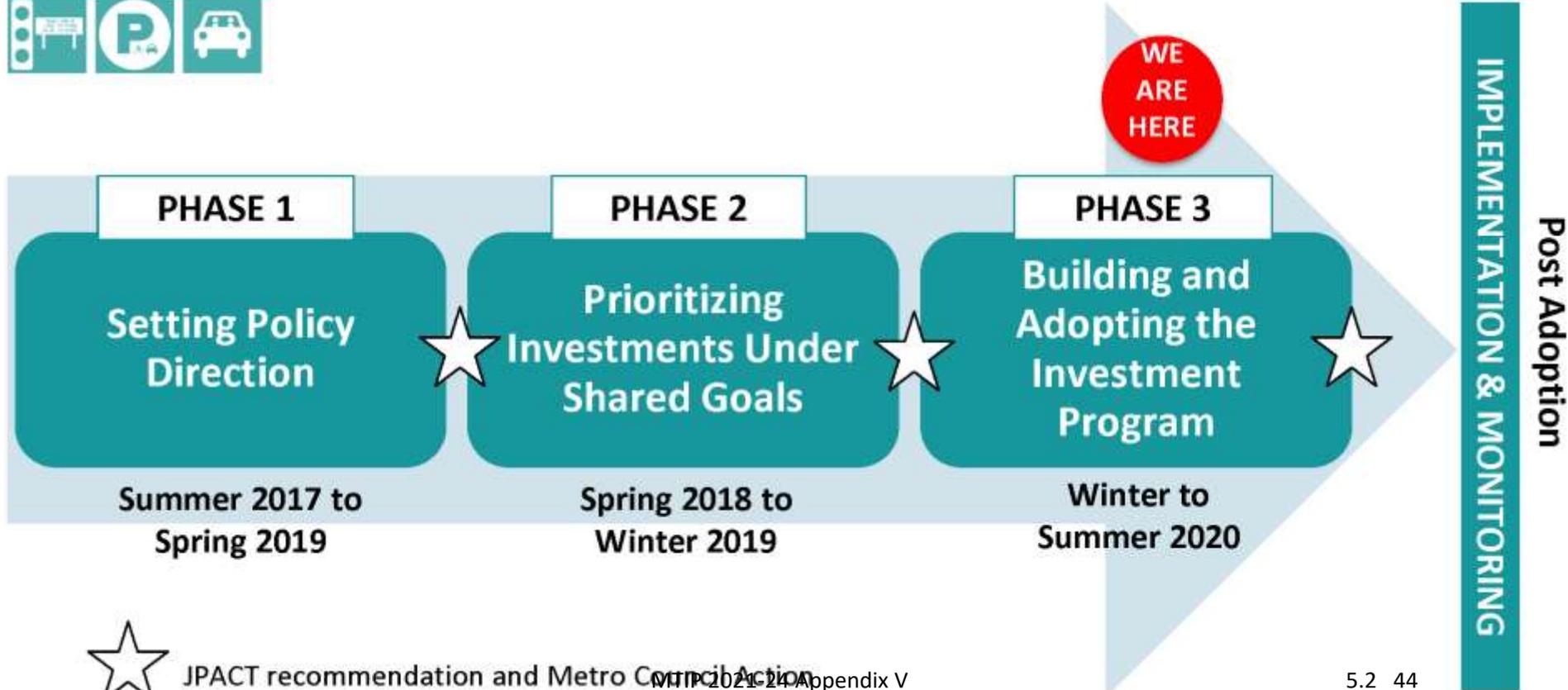
2021-2024 MTIP Development Timeline



2021-2024 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM

Timeline

Pre-adoption



Next Steps

June - July 2020

- Develop TPAC recommendation
- Request JPACT approval and recommend adoption
- Request Metro Council adoption

Summer – Fall 2020

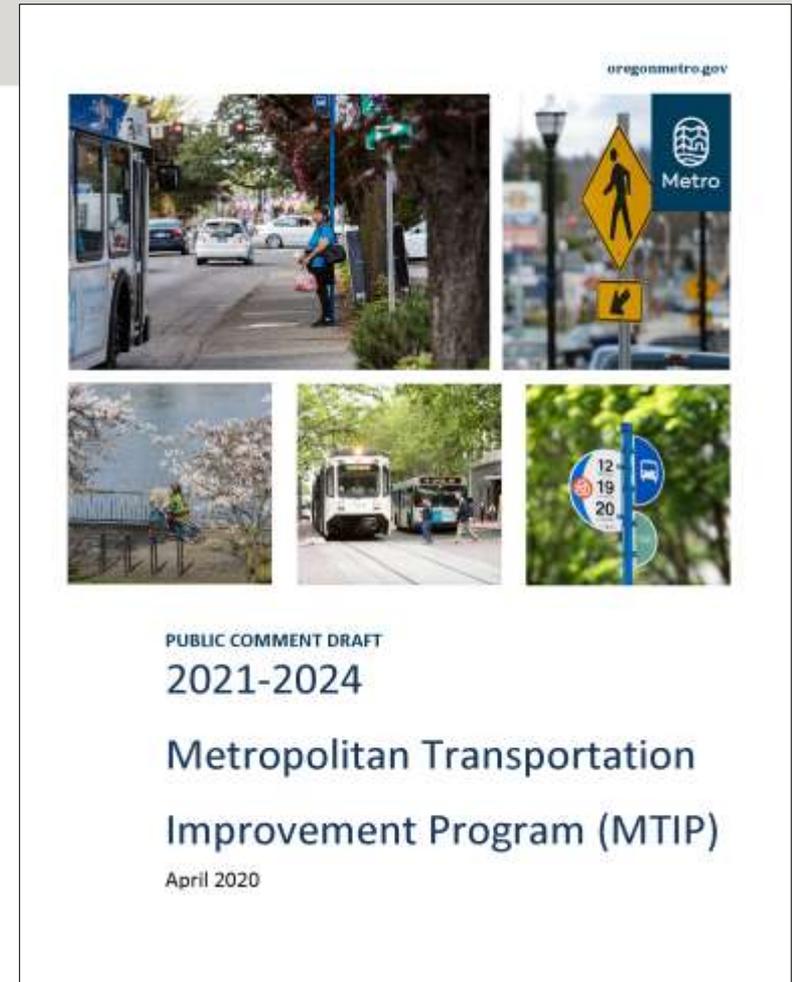
- Submit to Governor for approval and inclusion in 2021-2024 STIP

- Approval by federal partners

Public Comment Open!

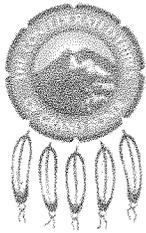
Public comment: April 17th –
May 18th

[https://www.oregonmetro.gov/
public-projects/2021-24-
metropolitan-transportation-
improvement-program](https://www.oregonmetro.gov/public-projects/2021-24-metropolitan-transportation-improvement-program)



oregonmetro.gov





5.2 2021-2024 MTIP Tribal and Resource Agency Consultation
The Confederated Tribes of the Grand Ronde Community of Oregon

Ceded Lands Program
9615 Grand Ronde Road
Grand Ronde, Oregon 97347

Phone (503) 879-2383
1-800-422-0232

May 18, 2020

Metro

via email

ATTN: Molly Cooney-Mesker, Community Engagement Specialist
600 NE Grand Avenue
Portland, Oregon 97232

RE: Draft 2021-2024 Metropolitan Transportation Improvement Program (MTIP)

Dear Ms. Cooney-Mesker:

Thank you for Metro's outreach dated May 5, and the opportunity for the Confederated Tribes of the Grand Ronde Community of Oregon ("Grand Ronde" or "Tribe") to comment on the MTIP. The current Tribal state of emergency relating to the COVID-19 pandemic precludes a more formal response from Tribal Council at this time (please see the Notice below and the attached Tribal Council Resolution), but as Tribal staff responsible for coordinating intergovernmental participation, I am submitting interim Tribal comments.

Grand Ronde is made up of more than 30 antecedent tribes and bands having homelands in western Oregon, southwest Washington, and northern California, areas that are rich in resources and to which the Tribe has had a strong connection since time immemorial. In Metro's service area our ancestors include the Clackamas, Multnomah, Cascades or Wahlalla, Willamette Tumwaters or Clowwewalla, and Tualatin Band of Kalapuya. These tribes and bands among others signed the ratified Willamette Valley Treaty of 1855, ceding their homelands to the United States in exchange for certain rights and benefits. They were later removed from their homelands to the Grand Ronde Indian Reservation. Our people's strong connections to our homelands, which include the entire Metro service area, have endured to this day.

As a sovereign Tribal nation, Grand Ronde often chooses to avail itself of public comment processes but is primarily a partner through government-to-government consultation. Grand Ronde defines consultation as an ongoing, equal dialogue between sovereigns or their agencies, which includes but is not limited to leaders at the highest level. Grand Ronde requests an ongoing dialogue with Metro regarding the MTIP that will satisfy the Tribe's definition of consultation. The Tribe appreciates the offer of a comment period and an open stakeholder conference, but a total comment window of eight business days following the outreach letter would be insufficient even in the best of times for full and meaningful Tribal consultation. We are confident, however, that we can coordinate with Metro staff to explore avenues for Tribal input congruent with Grand Ronde's meaning of consultation.

NOTICE: The Confederated Tribes of the Grand Ronde Community of Oregon ("Grand Ronde" or "Tribe") has declared an ongoing Tribal state of emergency as of March 18, 2020, due to the effects of the COVID-19 pandemic. The Tribe has taken numerous measures to protect Tribal members, employees, and the general public from the novel coronavirus. These measures include but are not limited to a partial

Metro

May 18, 2020

Page 2

shutdown of Tribal government operations. As a result, normal Tribal government procedures are largely disrupted; many reviews, approvals, communications and other processes involving non-life-threatening topics have been suspended at this time, severely reducing Tribal capacity in responding to the Tribe's partner governments on such topics. This is expected to continue for as long as the pandemic continues to pose a risk to the community.

For this reason, the Tribe respectfully requests from its partner governments an immediate extension of time for all applicable deadlines on proposed actions potentially impacting resources of Tribal importance. In order to be fair and effective, avoiding any prejudice to or bias against the Tribe, the extension currently must be indefinite; upon the return to normal Tribal government operations, the Tribe should be able to determine the time needed to respond meaningfully to each proposed action. Whether or not this extension request is granted fully and immediately, Grand Ronde acknowledges and reserves the right to take steps it deems necessary for protection of Tribal resources. These steps may include but are not limited to: submitting interim Tribal comments within the comment period that may be later modified by official comments from Tribal Council; submitting technical comments while reserving the Tribe's right to later submit policy comments; requesting Tribal consultation on the proposed action upon a return to normal Tribal operations; or choosing not to comment within the comment period while reserving the Tribe's right to comment later. The Tribe respectfully notifies its partner governments that such is the case until further notice. Please see attached Tribal Council Resolution 106-20, passed on April 1, 2020. In this case the Tribe will submit interim Tribal comments within the comment period that may be later modified by official comments from Tribal Council.

Our Tribal staff team will be reaching out soon to Metro staff on the MTIP, and we greatly appreciate Metro's openness and collaboration on many projects past and present. We are generally available for phone and web conferences during this time. Please feel free to contact me at Michael.Karnosh@grandronde.org or at (503) 879-2383 with any questions. Thank you again for this opportunity.

Hayu-masi (Many thanks),

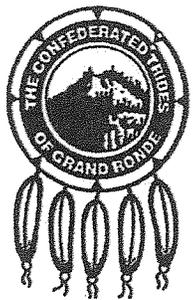


Michael Karnosh

Ceded Lands Program Manager

CC: Stacia Hernandez, Tribal Council Chief of Staff
David Fullerton, General Manager
John Mercier, Public Works Coordinator
Briecce Edwards, Manager, Historic Preservation Office

Attachment: Tribal Council Resolution No. 106-20



The Confederated Tribes of the Grand Ronde Community of Oregon
Umpqua Molalla Rogue River Kalapuya Chasta

Tribal Council
Phone (503) 879-2301
Fax (503) 879-5964

1-800-422-0232
9615 Grand Ronde Road
Grand Ronde, OR 97347

Resolution No. 106-20

WHEREAS, the Grand Ronde Tribal Council, pursuant to Article III, Section I of the Tribal Constitution approved November 30, 1984, by the Acting Deputy Assistant Secretary of the Interior, Indian Affairs, is empowered to exercise all legislative and executive authority not specifically vested in the General Council of the Confederated Tribes of the Grand Ronde Community of Oregon; and

WHEREAS, the Tribe's antecedent tribes and bands ceded their ancestral homelands to the United States through seven ratified treaties in exchange for certain rights and benefits, and subsequently were forcibly relocated to the Grand Ronde Indian Reservation; and

WHEREAS, the Tribe maintains ongoing connections with its ceded lands and other homelands, seeking to protect, restore and enhance Tribal cultural and natural resources; and

WHEREAS, the Tribe advocates for its Tribal resources and interests through government-to-government consultation, participation in review and comment periods, and other governmental processes, particularly on actions potentially affecting important Tribal resources; and

WHEREAS, the Tribal Council through Resolution No. 101-20 has declared a Tribal state of emergency due to the threats to human health, safety and well-being posed by the novel coronavirus COVID-19 pandemic, in order to protect and serve its Tribal Members, employees, and the general public; and

WHEREAS, due to the Tribal state of emergency, restrictions on employee work and travel, and the threats posed by COVID-19, Tribal capacity to participate in governmental processes has been severely reduced, including but not limited to a partial Tribal government shutdown; and

WHEREAS, the Tribe acknowledges and exercises its sovereign right to government-to-government consultation, its right to be consulted on matters involving Tribal cultural and natural resources over its homelands, and its right to a reasonable opportunity to participate in review and comment periods and other governmental processes, undue hardships notwithstanding; and

WHEREAS, the Legislative Action Committee has recommended: 1) requesting from the Tribe's partner governments an immediate extension of time for Tribal participation in all projects and actions potentially affecting resources of Tribal importance for the duration of the COVID-19 public health emergency's impacts on the Tribe, and (2) acknowledging the Tribe's right to take immediate steps to advocate for its Tribal resources and interests, including but not limited to the submission of interim Tribal comments by Tribal departments, regardless of whether an extension of time is granted.

Treaties

*Rogue River 1853 & 1854 ~ Umpqua-Cow Creek 1853 ~ Chasta 1854 ~ Umpqua & Kalapuya 1854
Willamette Valley 1855 ~ Molalla 1855*

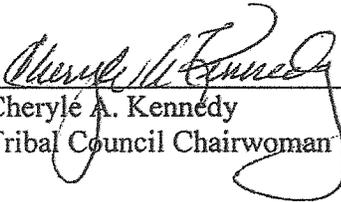
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Resolution No. 106-20
Page 2

NOW THEREFORE BE IT RESOLVED, that the Tribal Council hereby requests from the Tribe's partner governments an immediate extension of time for Tribal participation in all projects and actions potentially affecting resources of Tribal importance for the duration of the COVID-19 public health emergency's impacts on the Tribe; and

BE IF FURTHER RESOLVED, that the Tribal Council hereby acknowledges the Tribe's right to take immediate steps to advocate for its Tribal resources and interests, including but not limited to the submission of interim Tribal comments by Tribal departments, regardless of whether an extension of time is granted.

CERTIFICATION: the Tribal Council of the Confederated Tribes of the Grand Ronde Community of Oregon adopted this resolution at a regularly scheduled meeting, with a quorum present as required by the Grand Ronde Constitution, held on **April 01, 2020** by a vote of **8** yes, **0** no, and **0** abstentions.


Cheryl A. Kennedy
Tribal Council Chairwoman


Jon A. George
Tribal Council Secretary

Treaties
Rogue River 1853 & 1854 ~ Umpqua-Cow Creek 1853 ~ Chasta 1854 ~ Umpqua & Kalapuya 1854
Willamette Valley 1855 ~ Molalla 1855

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Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Meeting minutes

Meeting: 2021-2024 MTIP Consultation – Resource Agencies and Tribal Governments (invited)
Date/time: Monday, May 11, 2020
Place: Zoom virtual meeting
Purpose: Receive feedback from tribes and federal, state and local agencies on the 2021-2024 Metropolitan Transportation Improvement Program (MTIP)

Attendees

Resource Agencies

Amanda Warner Thorpe – USDA Forest Service, Regional Transportation Program Manager, Alaska & Pacific Northwest Regions
Theo Mbabaliye, U.S. EPA Region 10, Regional Administrator’s Division (RAD)
Melody White, Team Lead, Regulatory Branch, U.S. Army Corps of Engineers, Portland District
Sally Bird-Gauvin, Program Manager, 408/IIS/FERC, U.S. Army Corps of Engineers, Portland District
Jim Hagar, Economic Development Project Manager, Port of Vancouver
Jeff Owen – TriMet
Glen Bolen – ODOT Region 1

Metro Staff

Grace Cho – Metro
Ted Leybold – Metro
Molly Cooney-Mesker – Metro
Cliff Higgins - Metro

Major Themes Heard from Consultation

The following are the main comments and themes heard at the consultation meeting.

- Further consider travel outside of the metropolitan boundary. As part of this consideration, resource agencies requested consideration of the travel that begins or ends outside of the metropolitan areas. In particular, have interconnectivity and travel sheds to outdoor recreation and natural areas help inform the potential selection of capital investments.
- More aggressive measures are necessary to meet the region’s goals. While the investment strategy seems aligned and making progress towards the region’s goals, more action and investment is necessary to meet them.
- Ensure coordination with federal agencies as transportation go through project development and design. While the federal aid process is complex and needs to cover across a number of disciplines, agencies delivering projects need to ensure they are coordinating with the necessary federal agencies.
- Recognizing the effects of the global pandemic on travel, re-evaluate the role of transportation demand strategies, particularly teleworking, to manage demand on the system to reduce traffic congestion for the long-term and when activity begins to resume again. Additionally, considerations of complementary infrastructure, such as fiber optic cable for high speed internet should be considered to support these demand management strategies.

Actions agreed upon

Metro agreed to follow up with partners delivering the transportation projects and programs in the 2021-2024 MTIP and remind them to reach out and coordinate with the U.S. Army Corps of Engineers if the transportation project or program may impact waterways or need a necessary permit.



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Meeting minutes

Meeting: 2021-2024 MTIP Consultation – Confederated Tribes of Grand Ronde
 Date/time: Monday, July 27, 2020
 Place: Zoom virtual meeting
 Purpose: Receive feedback from the Confederated Tribes of Grand Ronde on the 2021-2024 Metropolitan Transportation Improvement Program (MTIP) and discuss ongoing consultation and engagement

Attendees

Confederate Tribes of Grand Ronde

Michael Karnosh, Confederated Tribes of Grand Ronde Ceded lands program manager
 Breece Edwards, Confederated Tribes of Grand Ronde Historic Preservation manager
 Martha Pellegrino, consultant with the Confederated Tribes of Grand Ronde

MTIP Partner-Agency Staff

Jeff Owen – TriMet
 Glen Bolen – ODOT Region 1
 Talena Adams – ODOT Region 1
 Gabriela Garcia – ODOT Region 1
 Vaughn Rademeyer – ODOT Region 1

Metro Staff

Grace Cho – Metro
 Ted Leybold – Metro
 Molly Cooney-Mesker – Metro
 Cliff Higgins – Metro
 Katie McDonald – Metro
 Nathan Sykes - Metro

Overview and Context Setting

As part of the development of the 2021-2024 MTIP, Metro invited tribal governments and resource agencies to consult on the investments in the 2021-2024 MTIP. This consultation was held during the public comment period on May 11, 2020 in a virtual meeting (due to the COVID-19 global pandemic). The Confederated Tribes of Grand Ronde responded to Metro’s invitation with a request to schedule the consultation at a later date because the Tribe’s staff resources were focused on responding to COVID-19. In follow up discussions between Grand Ronde and Metro staff, the consultation was rescheduled and took place on July 27, 2020.

The 2021-2024 MTIP had been adopted by the Metro Council by the time of the consultation with the Confederated Tribes of Grand Ronde. The Tribe and Metro collaborated on a meeting agenda that invited comments on the 2021-2024 MTIP but was primarily focused on ongoing engagement and consultation with the Tribe on transportation planning and programming as well as other Metro activities. During the consultation meeting, participants also discussed how and whether the transportation investments in the 2021-2024 MTIP reflect the Tribe’s priorities.

Consultation: Feedback and Discussion Themes

The following are the discussion themes and some specific comments heard at the consultation meeting, grouped by topic area.

2021-2024 MTIP Specific Themes

- In general, the Confederated Tribes of Grand Ronde applies two lenses when it comes to transportation...Does the infrastructure impact: 1) a Tribe owned property; 2) tribal resources, whether that is a property site, cultural or natural resource, or wildlife habitat.
 - The Confederated Tribes of Grand Ronde have three properties in the Portland region: 1) Greyhound Park in Wood Village; 2) Blue Heron at Willamette Falls in Oregon City; 3) the Tribe's Portland office on Barbur Blvd.
- The Confederated Tribes of Grand Ronde's goals and values overlap with the four priority areas of the 2018 Regional Transportation Plan (RTP), especially the climate change and equity areas.
- More broadly, the Tribe appreciates being consulted "at the 30,000 foot level" to be able to provide input and feedback on policies.
- The Tribe also wants to be consulted at the transportation project level to identify early any potential cultural or natural resources of importance to the Tribe. Doing this project specific consultation early is important to identify cultural or natural resource hotspots early on and identify ways to avoid impact. The protection of tribal resources is a high priority. Early consultation can help to facilitate a 1 degree turn in an infrastructure project whereas late consultation can result in the need for a project to make a 90 degree turn.

Moving Forward – Engagement and Consultation Specific Themes

- Metro should continue to engage the Confederated Tribes of Grand Ronde early, often, and using multiple avenues of engagement. It is also important for Metro to recognize the differences between formal federal consultation with the Tribe as a sovereign nation, informal consultation with the Tribe, and engaging with Tribal community members in the greater Portland area. Government engagement with a sovereign nation is distinct from engagement with constituents and communities.
- The Confederated Tribes of Grand Ronde desire to build an ongoing meaningful dialogue between the Tribe and Metro, whereby views, recommendations and information from the Tribe are exchanged, considered, and acted upon.
- The Confederated Tribes of Grand Ronde found the quarterly meetings with Metro's Parks and Nature department to be an effective way of engaging and building an ongoing relationship. Consider extending this quarterly meeting model to transportation as well as other departments across all of Metro.
 - The quarterly meetings were successful, at least in part, because of a commitment to shared agenda development.
 - The quarterly meetings varied in content and covered each partners' interests. There were field trips and learning opportunities.
- Other examples of successful ongoing relationship building has been between the Confederated Tribes of Grand Ronde and ODOT cultural resources staff as well as the National Forest Service. They also employ a regular meeting format at a staff-to-staff level. The conversation mostly focuses on projects at critical points in project development and identifying the potential implications for the Tribe's cultural and natural resources. Over time, staff have built a strong rapport can run through project-specific reviews quickly. This

process works well, recognizing the Tribe has limited staff resources, thousands of projects to review and is in a constant state of triage.

- Another way to help build ongoing government-to-government relationships is agency leadership and staff spending a day getting to know tribal staff.
- Simple brown bag lunches where the Tribe can talk about their current work, priorities, and history is an opportunity for the Grand Ronde to educate about the Tribe and land. This provides agency staff on the ground with information that helps them know what to look for as they are developing and building projects.
 - The history and education series that the Confederated Tribes of Grand Ronde provided for Bonneville Power Administration staff was a great success.
- As communication channels are open and trust is built, Grand Ronde staff have worked with agencies to develop cultural resource protection ordinances and other policy language. Embedding the Tribe's expertise into policies at this level is extremely valuable.
- In terms of engaging members of the Tribe as constituents in the Portland metropolitan region, the Grand Ronde's Portland office is a resource. Members of the Confederated Tribes of the Grand Ronde access services and cultural connection here. The office also provides some services to non-tribal members.
- Additionally there is an independent newspaper – Smoke Signals – that is not associated with the Tribal government. This is a resource for announcing engagement and public comment opportunities.
- The Confederated Tribe of the Siletz also has a Portland office and can be another avenue for engagement.
- NAYA is also a resource for engaging the Native community in the greater Portland area, especially youth. However, the members of the tribes that have offices in the Portland area—the Grand Ronde and Siletz—are tending to go to those offices for services and cultural grounding. Tribe offices and NAYA should all be considered avenues for engaging Native Americans in the Portland area.

Actions agreed upon

Metro agreed to follow up with the Confederated Tribes of Grand Ronde with contact information for all meeting attendees. Metro staff also agreed to follow up about ongoing formal and informal consultation between the Grand Ronde and Metro.

Findings and recommendations to the 2021-2024 MTIP as a result of consultation

Overall the consultation meeting with the staff of the Confederated Tribes of Grand Ronde was positive. It was a step towards strengthening an ongoing government-to-government relationship that supports future consultations and engagement with Tribal community members. The Tribe staff did not provide specific feedback about the transportation projects or programming identified in the 2021-2024 MTIP. As a result, Metro staff does not recommend any changes.

APPENDIX 5.3: 2021-2024 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM PUBLIC COMMENT SUMMARY AND RESPONSES

Metro respects civil rights

Metro fully complies with Title VI of the Civil Rights Act of 1964 and related statutes that ban discrimination. If any person believes they have been discriminated against regarding the receipt of benefits or services because of race, color, national origin, sex, age or disability, they have the right to file a complaint with Metro. For information on Metro's civil rights program, or to obtain a discrimination complaint form, visit www.oregonmetro.gov/civilrights or call 503-797-1536. Metro provides services or accommodations upon request to persons with disabilities and people who need an interpreter at public meetings. If you need a sign language interpreter, communication aid or language assistance, call 503-797-1700 or TDD/TTY 503-797-1804 (8 a.m. to 5 p.m. weekdays) 5 business days before the meeting. All Metro meetings are wheelchair accessible. For up-to-date public transportation information, visit TriMet's website at www.trimet.org.

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

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

Project web site: oregonmetro.gov/mtip

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

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INTRODUCTION

This report summarizes the comments received during the comment opportunity from April 17 through May 18, 2020, on the 2021-2024 Metropolitan Transportation Improvement Program.

2021-2024 Metropolitan Transportation Improvement Program Overview

The Metropolitan Transportation Improvement Program, or MTIP, is the region's short-term investment plan that documents how all federal transportation money will be spent in the Portland metropolitan region. It also documents state- and locally-funded transportation projects deemed regionally significant. As the federally-recognized metropolitan planning organization, Metro updates the MTIP every three years, collecting information from the Oregon Department of Transportation and the region's cities, counties and transit agencies. This update lists funded transportation projects and programs scheduled in the region between 2021 and 2024.

The MTIP is incorporated without change into the State Transportation Improvement Program, or STIP, Oregon's statewide four-year transportation capital improvement program. Like the MTIP, Oregon's STIP covers a four-year period, and is updated every three years.

RESOURCE AGENCY AND TRIBE CONSULTATION

Metro invited directors and staff of resources agencies and tribes to consult and provide comment on the 2021-2024 MTIP. Two consultation meeting times were offered. Six agencies participated in a two-hour meeting on Monday May 11, 2020. Agencies included: U.S. Forest Service, U.S. Environmental Protection Agency, U.S. Army Corps of Engineers, Port of Vancouver and TriMet and Oregon Department of Transportation (ODOT), Region 1. A complete list of agencies and tribes that received consultation invitations, samples of the invitation letters, and a summary of the letter are included in Appendix 5.2 of the 2021-2024 MTIP.

Resource agencies provided four comments at the consultation meeting. . Comments included considerations for future transportation policies, analyses and processes. Comments did not include any requests for substantive changes to the MTIP. A meeting summary including the list of participants and overview of comments received are in the 2021-2024 MTIP Appendix 5.2

Additionally, the Confederated Tribes of Grand Ronde submitted a letter requesting additional time for consultation. The letter is in Appendix 5.2

PUBLIC COMMENT OPPORTUNITY

Public comment on the public review draft of the 2021-2024 Metropolitan Transportation Improvement Program was solicited from April 17 through May 18, 2020. Stakeholders were encouraged to review the draft document and comment:

- in writing to Metro Planning, 600 NE Grand Ave., Portland, OR 97232 or transportation@oregonmetro.gov
- by phone at 503-797-1750 or TDD 503-797-1804
- “in person” at a hearing held by Metro Council on Thursday, April 23, 2020, virtually on Zoom.
- Through an online comment survey

Metro received one comment by phone from a member of the public and two comment letters, one from Trimet and one from the Oregon Department of Transportation. No comments were received by mail. One comment was made at the public hearing. All comments received are attached to this report.

Notice of the public comment period was provided through Metro News and distributed to members of the Metro transportation committees interested persons list, Metro’s list of committees for community involvement and Metro’s Transportation Policy Alternatives Committee. As a result of these email notifications, the City of Portland posted the comment opportunity to its Community & Civic Life notice webpage. Print advertisements were placed local newspapers in the following places: Beaverton, Clackamas County, Hillsboro, Gresham, Lake Oswego, Portland Tribune West Linn and Wilsonville. A copy of the print ad is attached to this report.

Technical corrections were made to the 2021-2024 MTIP after the close of the public comment period. An errata sheet describing the changes will be made available for public comment from May 29 to June 29, 2020. A memorandum describing the comment process for the errata is included in the appendix of this report.

RESULTS OF ONLINE SURVEY AND PUBLIC COMMENT

The online comment survey received responses from 201 participants. The survey was designed to provide high level information about the 2021-2024 MTIP to allow for community members to comment without needing read the full document. The survey focused on the MTIP’s performance in advancing the region’s priorities established by the Regional Transportation Plan (RTP). Those priorities include equity, safety, climate and managing traffic congestion. The survey is attached to this report with all responses.

This summary includes the results of the rating for each survey question, which corresponded to one of the RTP priorities. The results are followed by a synopsis of

comments. Several common themes emerged from the comments. These themes are captured below with specifics bulleted below each theme.

Key takeaways

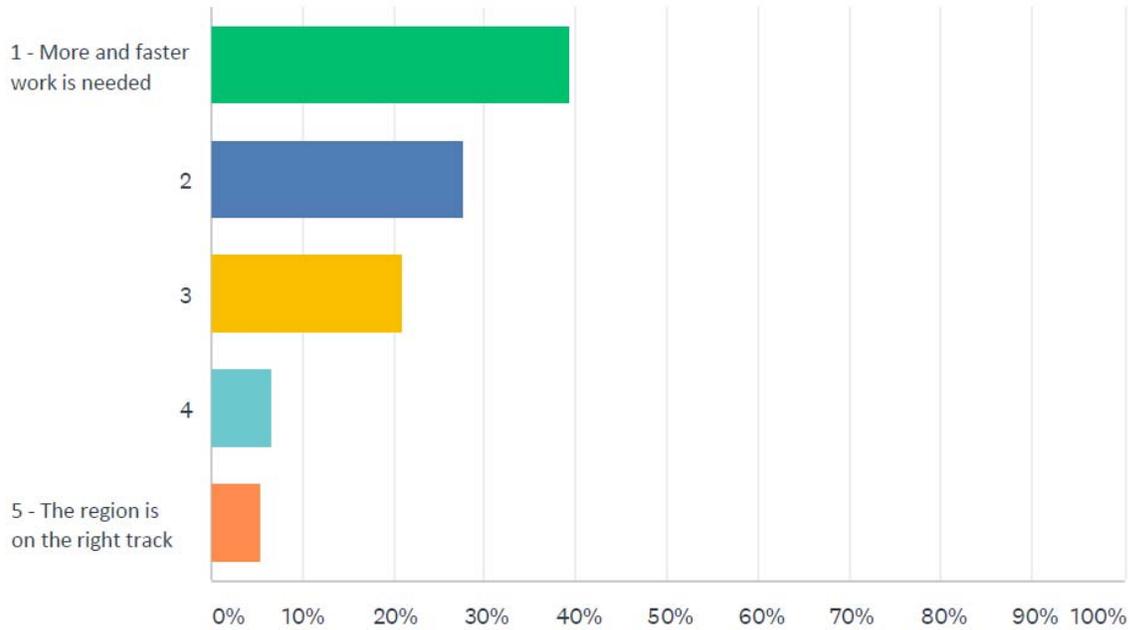
- Across the regional priorities of advancing equity, advancing climate, and reducing congestion, more than 50% of respondents indicated strongly (selected 1 or 2 on the rating questions) that more and faster work is needed.
- Survey responses indicate climate change is where there is the greatest need for more and faster work and investments should work to reduce greenhouse gas emissions. The focus on climate change is reflected in the comments submitted through the survey as well as the comment made during the Metro Council hearing.
- Comments made about addressing climate change often pointed to strategies to reduce congestion as well as investments in transit and active transportation. Although most comments about reducing traffic congestion were connected to a desire to address climate change, there were also comments that requested congestion be addressed through increased investment in the motor vehicle network, including expanding roadways.
- There is also a strong interest in more and faster work to advance equity. Comments discussed the need to increase a variety of types investments in historically marginalized communities, including improved and expanded transit service, affordability of transit, a better connected active transportation system and safety improvements. Comments also highlighted the disproportionate impacts of transportation-related air pollution on communities of color and low income communities.
- Survey responses indicate the lowest level of urgency related to safety, although more respondents indicated more and faster work is needed to advance safety than indicated that the region is on the right track. There were also fewer comments related to safety than the other regional priorities, although there were still 58 responses related to safety.

Regional priorities: survey rating results

The survey asked respondents to review a brief description of how investments in the MTIP address each of the regional priorities and then rate whether the 2021-2024 MTIP makes enough progress toward each priority. The rating tool was a scale of 1 through 5, with 1 indicating that more and faster work is needed to advance the regional priority and 5 indicating the region is on the right track to advance the regional priority.

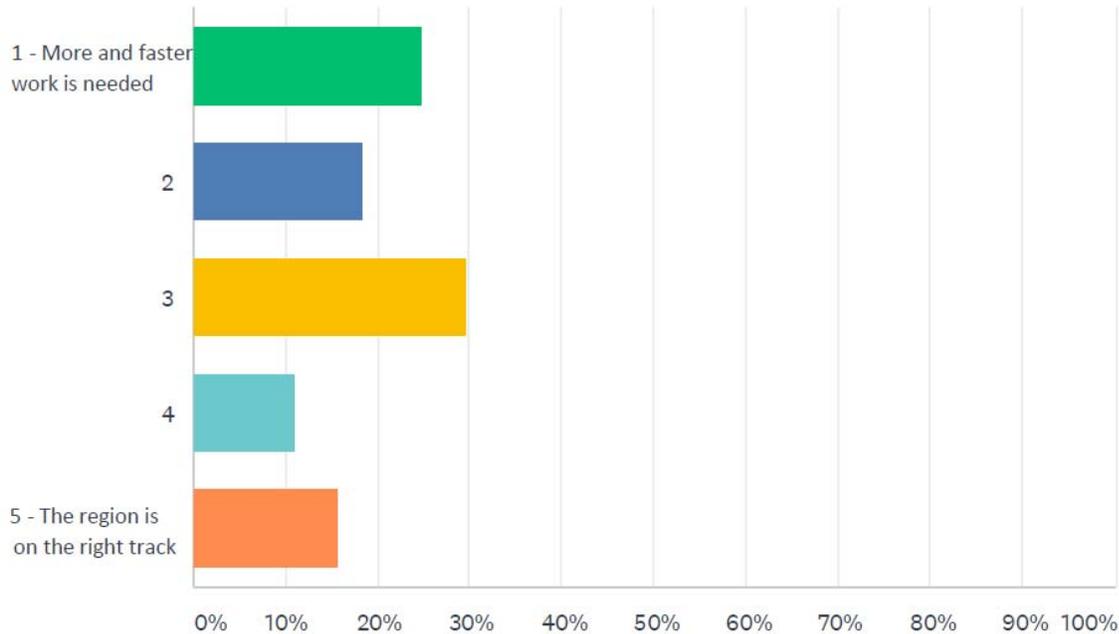
Advancing equity

Figure 1: Do you think greater Portland is making the right level of progress toward advancing equity in the transportation system? (Total responses: 163)



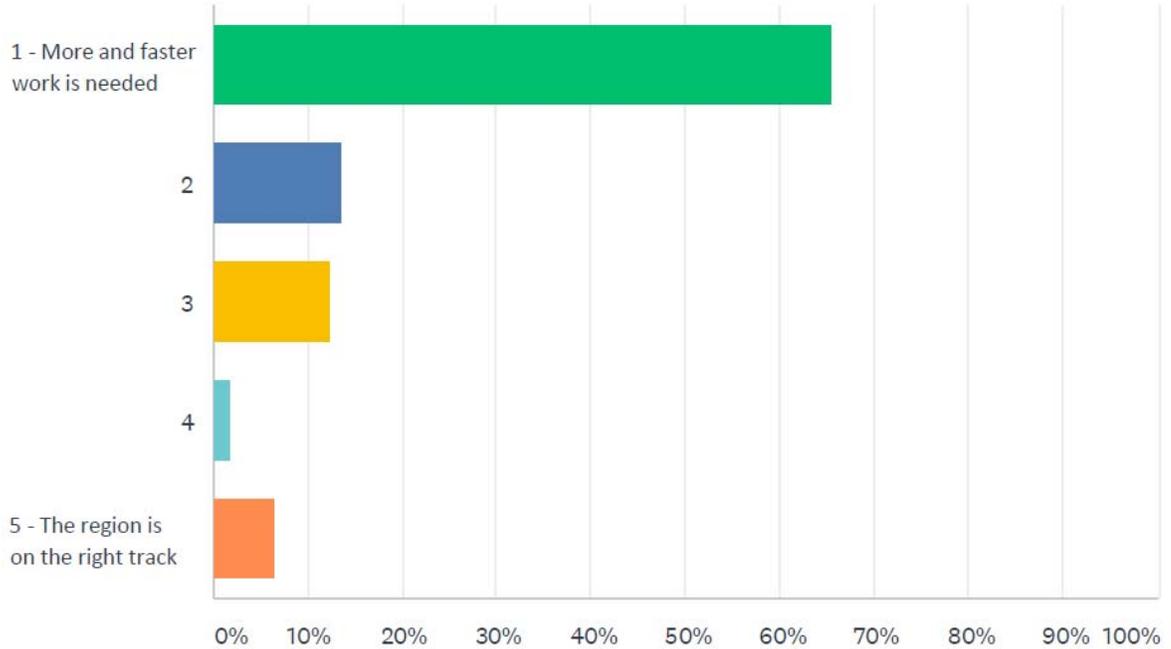
Advancing safety

Figure 2: Do you think the greater Portland region is making the right level of investment in advancing safety in the transportation system (Total responses: 152)



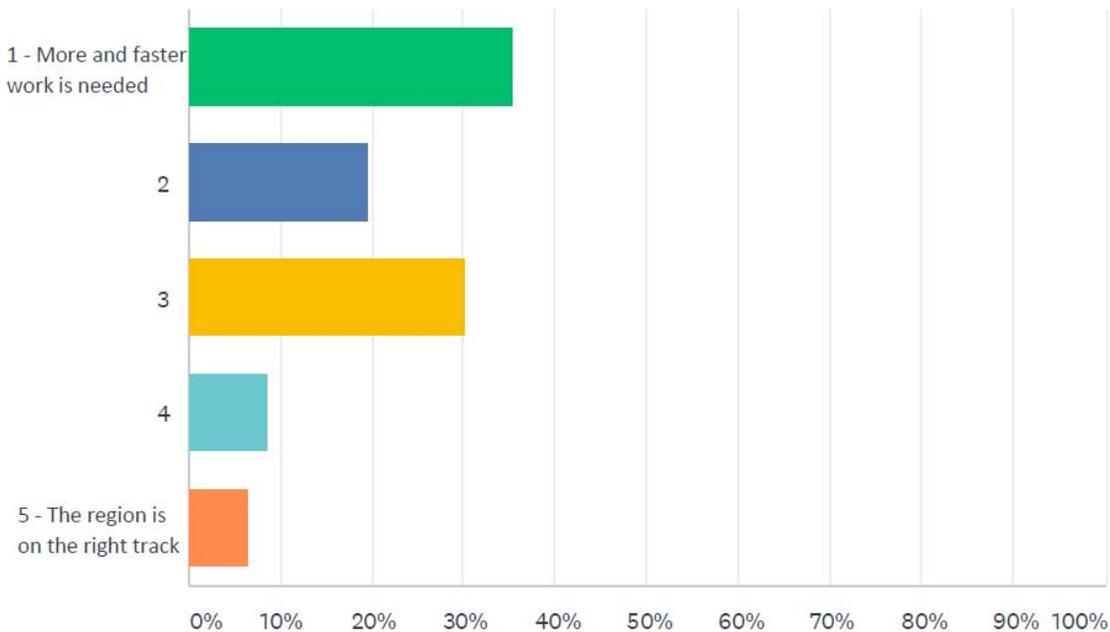
Advancing climate

Figure 3: Do you think greater Portland is making the right level of progress toward advancing its climate priority through transportation investments? (Total responses: 154)



Reducing traffic congestion

Figure 4: Do you think the greater Portland region is making the right level of progress toward reducing traffic congestion? (Total responses: 153)



Comment summary

For each regional priority survey respondents could provide a comment following the rating question. At the end of the survey, respondents were also invited to share other thoughts with agencies implementing the projects and programs in the MTIP. Staff analyzed these comments, alongside the other public comments to the 2021-2024 MTIP, and a number of common themes were expressed by a majority of the public comments provided for the 2021-2024 MTIP. These themes can be categorized into high level priorities including: invest in transit and active transportation, address climate change and traffic congestion and advance equity. The themes are categorized under these priorities and are summarized below in bold text followed by specific comments made about each them. All comments provided through the survey are attached to this report.

Invest in transit and active transportation

Greater investment in transit is needed to build out the transit system faster (28 comments), **make transit a viable option to the car** (10 comments), and **expand/increase transit access to underserved communities in a way that supports those communities.** (20 comments)

Regional goals mentioned in comments: equity, climate and manage congestion

- Invest more in the transit system and faster, especially in historically marginalized communities
- The MTIP overinvests in auto-related transportation projects and does not invest enough in transit

- Make transit move faster by implementing more enhanced transit features (e.g. dedicated bus lanes, signal priority for buses)
- Increase access to jobs, homes and food in communities of color/historically marginalized communities via efficient and frequent mass transit, not just providing additional miles of MAX or restricting car traffic
- Consider the needs of transit dependent riders first

Transition vehicles and transit fleet to alternative fuels and/or electrification.

(21 comments)

Regional goals mentioned in comments: equity and climate

- Transition vehicles and transit fleet away from diesel-gasoline/transition transit fleet to electric
- Make alternative fuel/electrified vehicles more available to historically marginalized communities to address air pollution disproportionately experienced by communities of color and low income communities. This need is particularly acute considering respiratory risk as witnessed during the COVID pandemic
- Consider alternative fuel and electrified freight trucks

Make the transit system more affordable for riders by lowering the cost, making transit free or expanding the existing programs (e.g. youth pass, low income fare).

(7 comments)

Regional goals mentioned in comments: equity

- Expand youth pass; transit youth pass for east Portland schools is needed
- Cap fare hikes
- Continue and expand the low income fare program
- Make transit free

Increase investment in active transportation to complete the system, immediately and with focus on completing the network in historically marginalized communities.

(24 comments)

Regional goals mentioned in comments: equity, safety, climate, and managing congestion

- Need to implement more tactile and quick bicycle and transit supportive infrastructure
- Need more completion of the active transportation networks
- Continue to invest in active transportation and transit for historically marginalized communities.

Invest in safety

Invest in and emphasize designing/redesigning streets to make them safer for people walking, bicycling, and rolling. (22 comments)

Regional goals mentioned in comments: equity and climate

- Need to redesign streets for safety (e.g. protected bike lanes, wider sidewalks neighborhood greenways) – especially in historically marginalized communities
- More emphasis and greater investment is needed to protect bicycle and pedestrians from vehicles
- Make certain key areas car free (e.g. downtown Portland)
- Reduce speeds on roadways; enforcement to reduce speeding is needed

Address climate change and congestion

Take more and bolder actions to address the greenhouse gas emissions from transportation. (38 comments)

Regional goals mentioned in comments: Climate

- The current draft does not help Oregon meet the requirements of Governor Brown’s Executive Order No. 20-04. The MTIP needs to take MUCH bolder action toward transit and active transportation, to curb transportation-related emissions.
- Implement congestion pricing and other transportation demand management strategies to manage traffic congestion and reduce emissions (12 comments)

Prioritize/reprioritize investments that support alternatives to driving. (41 comments)

Regional goals mentioned in comments: Equity, climate and managing congestion

- Transportation project investments (all of them) should focus on making alternate modes of transportation more convenient than driving.
- Reducing traffic congestion is important for both environmental and economic reasons as well as the livability of the city. Efforts to reduce congestion must be made in ways that do not simply increase demand for single-occupancy vehicle trips however, so must be managed carefully.
- No more freeway or roadway expansions (21 comments)

Increase investment in the motor vehicle network to address traffic congestion. (12 comments)

Regional goals mentioned in comments: Managing congestion

- Don’t sacrifice driving and the ease of driving, but invest in more efficient transit to make it easier to drive. Further expansion of transit options is a must, but not neglecting expansion of the road network.
- Improve, enhance and expand the efficient use of independent motor vehicles, regardless of how they are powered, or whether they are privately or individually owned
- Address traffic congestion on local streets, arterials, freeways

- Build the westside bypass
- Not enough balance in the system; MTIP needs to have more investments in roads/cars

Advance equity

The investments in the MTIP is not doing enough to advance equity and address disparities in the transportation system experienced by historically marginalized communities. (27 comments)

- Investments are not doing enough for equity transit access, infrastructure, travel time
- Focusing on transit, bike, and walking is not necessarily helping people of color
- Areas of the region with significant historically marginalized communities (ex. east Portland, east Multnomah County) are not getting much in the way of active transportation and transit investment
- Address air quality impacts of freight on communities of color

Survey respondent demographics

Participants who participated in the 2021-2024 MTIP online comment survey were asked to provide some demographic information. Responses were not required. Complete demographic responses are also included in the survey results attached to this report.

Age: 154 respondents indicated their age. No respondents were younger than 18 years old.

- 18 to 24: 9 respondents
- 25 to 34: 14 respondents
- 35 to 44: 28 respondents
- 45 to 54: 24 respondents
- 55 to 64: 21 respondents
- 65 to 74: 43 respondents
- 75 and older: 13 respondents
- Prefer not to answer: 2 respondents

Race and ethnicity: 152 respondents provided race and ethnicity information.

Respondents could choose multiple ethnicities, as applicable. There were 130 respondents (85.5%) include White in their identity; 7 respondents (4.6%) include Hispanic/Latino/a/ in their identity, and 4 respondents (2.6%) include Asian or Asian America in their identity; 2 (1.3%) indicated their ethnicity was not included and 13 (8.6%) selected prefer not to answer. No other race and ethnicities were identified by respondents.

Gender: Respondents were encouraged to choose all applicable gender identities; there were 148 responses.

- Female: 85 respondents
- Male: 56 respondents
- Transgender: 1 respondent
- Non-binary, genderqueer or third gender: 6 respondents
- A gender not listed above (please describe): 2 respondents

Children under 18 in household: Responded could indicate if and how many children live in their household. There were 154 responses.

- No children: 121 respondents
- 1 child: 10 respondents
- 2 children 13 respondents
- 3 children: 1 respondent
- Prefer not to answer: 9 respondents

Household annual income before taxes: There were 152 responses.

- Less than \$40,000: 28 respondents
- \$40,000 to \$74,999: 41 respondents
- \$75,000 to \$149,999: 47 responses
- \$150,000 or more: 16 respondents
- Don't know / Prefer not to answer: 21 respondents

Living with a disability: Respondents could select all that apply. There were 145 responses.

- Hearing difficulty (deaf or have serious difficulty hearing): 5 respondents
- Vision difficulty (blind or have serious difficulty seeing, even when wearing glasses): 2 respondents
- Cognitive difficulty (because of a physical, mental or emotional problem, have difficulty remembering, concentrating or making decisions): 3 respondents
- Ambulatory difficulty (unable to walk or having serious difficulty walking or climbing stairs): 4 respondents
- Self-care difficulty (unable to bathe or dress or having difficulty doing so): 1 respondent
- Independent living difficulty (because of a physical, mental or emotional problem, unable to do errands alone or have difficulty doing so): 3 respondents
- No disability: 114 respondents
- Prefer not to answer: 16 respondents
- A disability not listed above (please describe): 7 respondents

County of residence: Respondents were asked to select the County where they live. There were 154 responses.

- Clackamas: 13 responses
- Multnomah: 116 responses
- Washington: 24 responses
- Other: 1 response

RESPONSES TO PUBLIC COMMENT

Many of the public comments request certain regional goals be addressed more quickly and with more investment. The requests for increasing funding across a range of investment types demonstrates the competing interests and tradeoffs decision-makers endeavor to balance when prioritizing projects to receive limited available funding to advance regional goals. In aggregate, the comments echo the vision established in the 2018 Regional Transportation Plan— a safe, reliable, healthy, and affordable transportation system with travel options – but opinions differ as to how best to invest federal transportation dollars. Overall, the 2021-2024 MTIP package of investments continues to move the region toward this vision.

For the purpose of responding to comments cohesively and with limited redundancy, comments are addressed by the following categories: equity, safety, climate, transit investments, active transportation investments and congestion. Community interests and priorities identified through this comment period will also be considered during the development of future transportation planning and policy documents.

Overall Response

The public comment period for the 2021-2024 MTIP garnered more public response than any previous cycle of the MTIP. These comments will further the ongoing dialogue regarding how best to invest limited federal transportation funding to advance regional goals and objectives.

The development of the MTIP is comprised of the funding allocation decisions made by Metro and MTIP partners – ODOT, SMART, and TriMet – between 2017 through 2020. Each of these individual agencies undertake funding allocation processes, guided by policy direction from decision-makers, to determine where to spend transportation dollars. These allocation processes take place throughout a three-year period and undergo public involvement and stakeholder engagement processes to inform final allocations. Because the 2021-2024 MTIP reflects the allocation priorities of the four partner agencies, Metro does not recommend the reprogramming or reallocation of funds as proposed in response to the public comments.

Nonetheless, Metro and MTIP partners encourage continual engagement on how best to invest in the transportation system to help the region meet safety, equity, climate, and congestion reduction goals. With the adoption of the 2021-2024 MTIP, the process to discuss the policy direction for investments begins for the 2024-2027 MTIP cycle. Metro and MTIP partners encourage greater public engagement with the ODOT STIP development process, the transit agencies annual budget process, the Special Transportation Fund biennial allocation, and the Regional Flexible Funds allocation. In addition, the discussion and dialogue raised through the public comment on the 2021-2024 MTIP will be brought

forward to decision-makers to help inform the policy direction and funding allocation discussions.

Safety

Comments included the need to design safer streets and reduce speeds. Some positive feedback and comments were received about the region's focus and increased investment to address crashes on the roadways most prone to crashes – the high injury corridors.

Metro Response: The increased investment in safety is a response to the alarming increase in crashes resulting in fatalities and serious injuries happening on the region's roadways in the past few years. Metro and the other MTIP partners – ODOT, SMART, and TriMet – continue to hear from stakeholders about the importance of making the roadway safe for all users, but especially for people walking, bicycling, rolling, or taking transit.

Designing the region's roadways to make travel safer for all users is an on-going effort requiring partnerships and further investments. Metro has produced design guidelines and other resources for jurisdictional partners and facility owners, like ODOT, to design roadways for greater safety.

Metro also recognizes that to improve safety, partnerships are needed for education and enforcement of speeding, and aggressive, distracted and impaired driving.

Equity

Comments about a range of policies and types of investments emphasized that transportation investments, especially in transit and active transportation must be made in equity focus areas. Some comments voiced concern that not enough investment was being made in these areas. Many comments expressed disappointment the investments in the MTIP are not doing enough to address inequities marginalized communities experience with the transportation system.

Metro Response: While the performance evaluation of the investments show an overall increase in access to jobs and community places by transit, the increase in access by transit for historically marginalized communities was mixed. Some historically marginalized communities saw a greater increase in access than the region, but others did not. Accessibility by active transportation did not show change, but the investments continue to contribute towards the building out of a complete network of friendly and safe spaces to walk, ride a bike, or roll (i.e. wheelchairs, scooters, skateboards, strollers.) with a greater focus on completing the network in historically marginalized communities.

Nonetheless, to reduce the disparities gap historically marginalized communities experience with the transportation system in accessibility, safety, and affordability, more than capital investments are needed. Metro is continuously working with communities and partners to identify, prioritize, and implement the complementary strategies necessary to improve outcomes for historically marginalized communities. Some of those strategies are reflected in some of the programs identified in the MTIP, such as a transit-oriented development program, which has focused significantly on developing affordable housing near frequent transit or the safe routes to school program which has prioritized working with Title I schools. Additionally, Metro's partnership with TriMet and jurisdictional partners to implement enhanced transit – small capital and infrastructure improvements to help prioritize and move buses through traffic – is also making gains at increasing accessibility for historically marginalized communities. Lastly, efforts outside of the MTIP such as Metro's affordable housing bond, which is constructing 3,900 permanent affordable homes, and the 2040 growth concept grant program, support land use planning and infrastructure to compliment transportation investments to make the system work better for historically marginalized communities.

Climate

Comments emphasized the need for reprioritization of investments as well as fast and aggressive actions in the region's transportation system to address climate. Some examples include more expedient build of the transit system, increased transit service coverage, and reprioritization of transportation investments which promote automobile travel.

Metro Response: The investments in the 2021-2024 MTIP implements the different key strategies identified and adopted in the region's Climate Smart Strategy. Climate Smart includes a diverse set of actions to reach the region's greenhouse gas reduction target, including implementing land use plans, building out the transit and active transportation networks, manage travel demand on the roads, and limited roadway expansions to address bottlenecks. The investments in the MTIP reflect implementation of the actions to address climate including investments in transit, biking and walking – approximately \$630 million combined – and congestion reduction.

Metro recognizes stakeholders demand for urgency and aggressive actions to reduce greenhouse gas emissions to address the climate crisis. However, the analysis of the 2021-2024 MTIP show the region is on track to reduce greenhouse gas emissions consistent with the region's Climate Smart emission reduction targets. Furthermore, the 2021-2024 MTIP is comprised of limited funding in the short-term investment plan and many of those funds remain restricted for specific uses, namely federal transportation funds required to be spend on maintenance of roadway, bridges, transit bus replacements, or track work, which comprises nearly 52% of the overall profile of the investment plan.

Metro is also actively working with its state agency partners to pursue emission reductions as directed by Governor Brown's Executive Order No. 20-04. The result of the work to address Governor Brown's executive order, in addition to other input such as the expressed comments on this 2021-2024 MTIP, may result in an increased focus on emission reductions for the investment strategy of the 2024-2027 MTIP cycle.

While some comments were directed to specific freeway expansion investments identified in the 2021-2024 MTIP, ODOT sees a benefit to these projects as one strategy to reduce emissions from vehicles. The Oregon Highway Plan and the Regional Transportation Plan sets standards for mobility and describes the acceptable levels of congestion within the Metro area. In the Portland Metro area, strategic capacity investments, when balanced with area investments in transit and demand management techniques, can help reduce carbon emission levels from idling vehicles on highly congested facilities. Safety and mobility improvements to the state's transportation system support Oregon's climate goals through investments in ODOT's transportation options program, transit capacity and by using demand management techniques such as congestion pricing and providing other less carbon intensive multimodal options, such as those planned for the Rose Quarter Improvement Project. This will also be aided by Governor Brown's Executive Orders 20-24 and 17-21 that focus state efforts on carbon reduction and increased adoption of electric vehicles.

TriMet and SMART have both been actively working towards transitioning the transit fleet to electric and cleaner fuels. TriMet is moving away from diesel buses, and plans to operate a full fleet of Zero Emission buses by 2040 as reflected in the TriMet Non-Diesel Bus Plan, adopted in September 2018. To advance this goal, TriMet has secured grants from the Federal Transit Administration, utilized federal and local funding to procure thirteen (13) battery electric buses from different manufacturers test the bus best suited to TriMet's needs. In addition, TriMet has also contracted with Complete Coach Works to refurbish four (4) diesel buses and convert them to electric, to test if the conversion of buses can also play a part. In addition to buying new electric buses, TriMet has entered into partnership with Portland General Electric to provide power from non-fossil fuel sources (e.g. wind).

While recent efforts have focused on electrifying the fleet, TriMet currently operates eight hybrids and has invested heavily in clean diesel technology by incorporating biodiesel into its fuel and switching to ultra-low sulfur diesel to reduce bus emissions significantly while continuing to expand service. Today 65 percent of TriMet's fleet has post-2012 emissions technology, employing cleaner burning diesel engines and selective catalytic reduction (SCR) technology, which scrubs nitrogen oxides and particulates from the exhaust. SMART has replaced three diesel buses with electric buses and is in the process of replacing seven gas cutaways with compressed natural gas cutaways.

While these efforts are encouraging, the region recognizes the urgency to transit fleet vehicles to low or no emissions. The agencies and Metro continue to work together to identify additional funds to expedite transition to an electric powered fleet.

Congestion

All comments related to congestion expressed a desire to see a decrease in traffic congestion. Some comments focused on increasing the ease of driving while others focused on deploying more aggressive demand management strategies or the short-sightedness of certain investments only providing temporary relief to traffic congestion while perpetrating auto-centric travel behaviors. Additionally, some comments focused on the negative impacts of congestion on the environment, such as air pollution, greenhouse gas emissions, and wildlife habitat impacts.

Metro Response: The 2021-2024 MTIP analysis of investments show some reductions in traffic congestion despite forecasted population growth and economic activity. The 2021-2024 MTIP includes a number of different types of investments and strategies to manage traffic congestion, including investments in expanding transit, transportation system management, and limited amounts of new roadway connectivity or expansion. Other transportation demand management strategies, such as congestion pricing, are not included as part of the MTIP but are being studied by Metro and the City of Portland. ODOT continues to work on the development and implementation of tolling on Interstate 5 and Interstate 205. (Also see response to Climate.)

Transit investments

There were a range of comments related to transit investments, including:

- The need to build out the transit system quickly
- The need to make transit travel faster to be competitive with car travel
- The need for improved transit access, especially in equity focus areas
- The need for more affordable transit
- The need to transition the transit fleet to electric power.

Metro Response: The 2021-2024 MTIP includes over \$500 million in transit investments. These investments, while not comprehensive of all of the region's transit investments, are a mix of transit maintenance, system expansion, and providing service for special needs transportation. While transit investments make up the greatest amount of investment in the overall short term investment plan, the region's transit agencies – particularly TriMet – acknowledge and express a greater level of investment is needed for the system to support the region's goals. (See comment letter in Appendix 5.3)

TriMet uses a mix of different factors including considerations of racial equity in how it identifies where and how much transit service to provide. Additionally, federal mandates

require transit agencies to conduct an equity analysis of any proposed service changes to ensure historically marginalized communities are not disproportionately impacted.

Both TriMet and SMART continue to implement various policies and programs to make the system affordable for riders, especially those who need it most. TriMet's low-income fare program was implemented with funds from House Bill 2017 and expands on the honored citizen fare program. TriMet currently has over 30,000 participants enrolled in the Low Income Fare program, to assist those who qualify with reduced transit fare. Sign-ups are continuing online and by phone during the current crisis. For those who qualify, the fare is 50% to 72% less than the Adult fare. In addition to the reduced fare program, TriMet also offers over 1 million dollars annually in free fare grants to over 100 community based organizations and non-profits to be distributed to low income riders.

TriMet is also expanding its Access Transit program to offer public transportation grants to high schools across Clackamas, Multnomah & Washington Counties. Using resources from the Keep Oregon Moving HB2017 legislation, TriMet is engaging in a pilot program to support an annual grant process of approximately \$700,000 to provide fare assistance to the 16 qualifying school districts with high schools located in TriMet's service district. TriMet is committed to keeping public transportation affordable to vulnerable populations, including low-income youth. The goal of the Access Transit: High School Program initiative is to collaborate with school districts across the tri-county region to connect low-income students with fare supports and resources to help increase their ability to access the region's public transportation system. Finally, there is also potential for additional regional funding to create a new program for student fare assistance as part of the potential transportation ballot measure led by Metro.

(Also see response to Climate, which addresses electrification of transit fleet.)

Active transportation investments

Comments requested more and faster investment in bicycling and walking infrastructure, especially in equity focus areas, to create a complete network.

Metro Response: The 2021-2024 MTIP includes over \$121 million in active transportation investments. The analysis of the MTIP investments also show a focus towards completing the active transportation network in historically marginalized communities. While roadway and transit investments are a larger portion of the allocated funds in the 2021-2024 MTIP, the roadway and transit investments represent a mix of maintenance and capital projects. The active transportation investments are primarily capital investments to upgrade or build new facilities. As a result, the active transportation investments are a little more balanced with the roadway capital investments (a little over \$221 million) and transit capital investments (a little under \$139 million).

Nonetheless, the active transportation investment is not as large as investments in roadways or transit. The completion of a network that provides connectivity and facilitates ease of traveling by walking, bicycling, or getting to transit will not occur for many funding

cycles at current investment rates. It is challenging to use Federal funds for smaller scale projects like sidewalk infill, building a protected bikeway, or a multiuse path because the federal aid process can be difficult to navigate. Local jurisdictions as well as ODOT will often try to fund active transportation projects with local or state funds to avoid the federal aid process. Therefore, as smaller, locally funded projects are not required to be in the MTIP, the region's investments in active transportation may not fully be represented in the MTIP investment summary.

ATTACHMENT A: PUBLIC COMMENTS RECEIVED

Metro Council hearing on the 2021-2014 MTIP

April 23, 2020

Transcription of public comment

I'm Chris Smith.

I wear a number of hats. I'm a member of the planning and sustainability collision in Portland.

I'll also a candidate to succeed Councilor chase but the hat I'm wearing today is representing the no more freeways campaign.

We're probably best known for our opposition to the I-5 rose quarter project. I'm a little bit bemused by the technical factors of why that's not in this TIP, even though you just amended it into the last TIP, but I want to focus today on another project and let me check the designation.

It's MTIP ID 70782. On highway 217. And that is a project to construct additional lane segments connecting auxiliary lanes together to form a third lane both southbound and northbound.

So it is a classic freeway expansion for something like \$134 million. I want to note that we are adopting - - having a public hearing on this the day after the 50th anniversary of Earth Day. It's disappointing that 50 years after we decided to save the planet, we are still contemplating freeway expansion in urban areas.

Our group is opposed to all freeway expansions within the urban district, not just our favorite project at the rose quarter and also currently, 42% of greenhouse gases in this region are from transportation.

A number that at least until this month was rising. I don't think we want to manage our greenhouse gases by recurring global pandemics. We need a better idea and we would suggest that stopping expanding freeways would be one of the first things we should do. I would urge you to remove this project from the MTIP. Thank you.

5.3 2021-2024 MTIP Public Comment Report

Public comment left as phone message. No name provided. From number: 503-639-5823

“...a request for improvements to enhance and expand the efficient use of independent motor vehicles, regardless of how they are powered, or whether they are privately or individually owned.”

ATTACHMENT B: NOTICE OF PUBLIC COMMENT PRINT ADVERTISEMENT

Tell us what you think | 30-day comment period

Review and comment on the draft Metropolitan Transportation Improvement Program, which documents how greater Portland communities will invest federal transportation money from 2021 to 2024. The Metropolitan Transportation Improvement Program also demonstrates how the list of projects complies with federal regulations regarding fiscal constraint and public involvement.

April 17 through May 18, 2020
oregonmetro.gov/mtip2021-24



Submit comments April 17 through May 18, 2020: online at oregonmetro.gov/mtip2021-24 | by mail to Metro Planning - MTIP, 600 NE Grand Ave., Portland, OR 97232 | by email to transportation@oregonmetro.gov | by phone at 503-797-1750 or TDD 503-797-1804.

Provide written or verbal public comment at the Metro Council public hearings: **2 p.m. Thursday, April 23, 2020** and **2 p.m. Thursday, July 23, 2020**. Metro Council meetings are currently being held virtually. Check oregonmetro.gov/council for meeting information.

Esta es una notificación de su oportunidad para comentar sobre las prioridades de transporte en la región. Para recibir una traducción de la notificación pública completa en español, llame al 503-797-1888.

Đây là thông báo về cơ hội của quý vị được trình bày ý kiến đối với các ưu tiên về chuyên chở trong vùng. Muốn nhận được bản dịch đầy đủ của thông báo bằng Tiếng Việt, xin gọi số 503-797-1888.

本公告旨在通知您利用這個機會評議在您所在社區經營危險廢棄物設施的申請。要獲取完整的繁體中文翻譯版公告，請撥打503-797-1888。

Настоящим уведомляем, что у вас есть возможность оставить свой отзыв относительно приоритетов транспортного развития в вашем регионе. Русскую версию настоящего оповещения можно запросить по номеру 503-797-1888.

본 통지서는 지역 내 교통 관련 우선 사항에 대해 귀하의 의견을 제시할 수 있는 기회를 알려 드리기 위한 것입니다. 한국어로 번역된 통지서 전문을 받아보시려면, 503-797-1888로 문의하십시오.

**ATTACHMENT C: MEMO REGARDING PUBLIC COMMENT OPPORTUNITY
ON TECHNICAL CORRECTIONS TO 2021-2024 MTIP**


Metro

 600 NE Grand Ave.
 Portland, OR 97232-2736

Memo

Date: Friday, May 29, 2020
 To: Transportation Policy Alternatives Committee and Interested Parties
 From: Ted Leybold, Planning Manager and Grace Cho, Senior Transportation Planner
 Subject: Public comment opportunity on technical corrections to 2021-2024 Metropolitan Transportation Improvement Program (MTIP)

The Draft 2021-2024 Metropolitan Transportation Improvement Program (MTIP) was made available for public comment and review from April 17 through May 18, 2020. During the public comment period, staff at Metro and the Oregon Department of Transportation (ODOT) identified discrepancies between the two agencies' programming of projects. Some of these technical corrections were significant. There are some projects from the 2021-2024 MTIP public review draft that will not appear in the Adoption Draft of the 2021-2024 MTIP. There are other projects that have been updated to reflect a new project phase and in these cases a significant amount of new funds were added to an existing project. Because of time sensitivity and the need to have accurate and consistent programming in both the MTIP and Statewide Transportation Improvement Program (STIP) at the time of adoption, these technical corrections will be reflected in the Adoption Draft of the 2021-2024 MTIP.¹ A list of the technical corrections is attached to this memo. The 2021-2024 MTIP is scheduled to go to the Joint Policy Advisory Committee on Transportation (JPACT) and Metro Council for adoption in July 2020. This change will not impact the outcomes of the MTIP analysis.

Staff created an errata sheet that details the technical corrections reflected in the adoption draft that should have been part of the public review draft. The errata sheet will be made available for public comment from May 29 to June 29, 2020 at oregonmetro.gov/mtip2021-24. Any public comments received between May 29 and June 29 regarding these changes will be provided to JPACT in July and will be documented in the 2021-2024 MTIP along with the errata sheet summary of programming changes. This public comment opportunity is in accordance with federal regulations for MTIP development (CFR 450.326), which require the following:

(viii) Providing an additional opportunity for public comment, if the final metropolitan transportation plan or TIP differs significantly from the version that was made available for public comment by the MPO and raises new material issues that interested parties could not reasonably have foreseen from the public involvement efforts;

To avoid this type of discrepancy in the future, Metro is committed to working with its partners to establish more effective processes for coordinating programming information between the MTIP and the STIP.

If you have any questions or concerns about this change please contact Grace Cho at Grace.Cho@oregonmetro.gov.

¹ Per federal requirements, the MTIP and the STIP are to reflect the same programming of projects in the metropolitan/urbanized area. Discrepancies in the programming between the MTIP and the STIP can make transportation projects and programs ineligible to expend federal funds until the discrepancies are resolved.

Date: Wednesday, July 1, 2020
To: Ted Leybold, Planning Manager and Grace Cho, Metro Senior Transportation Planner
From: Molly Cooney-Mesker, Senior community engagement specialist
Subject: Results of the public comment opportunity on technical change to 2021-2024
Metropolitan Transportation Improvement Program (MTIP)

An opportunity for public comment on technical corrections to the adoption draft of the 2021-2024 MTIP was available from May 29 to June 29, 2020. The comment period followed Metro's standard process for public comment on MTIP amendments. The comment period was noticed through Metro news and posted on the 2021-24 MTIP webpage. Comments could be submitted via email.

We did not receive any comments on the technical corrections between May 29 and June 29. The comment period is now closed.

Attachment. Technical Corrections to the 2021-2024 MTIP Programming

STIP Key #	Project Name	Description of Proposed Change	How it effects the MTIP
21700	US26: SE 90th Place - Timberline Road	Delete project from the Draft MTIP. Project did not receive funding and will not be delivered by ODOT in this STIP cycle.	In deleting this project, a total of \$661K will be removed from the 2021-2024 MTIP programming.
21610	Portland Metro and Surrounding Areas Rockfall Mitigation	Delete project from the Draft 2021-24 MTIP to reflect the recent amendment to advance the project in the Current 2018-21 MTIP from FFY21 to FFY20.	In deleting this project, a total of \$250K will be removed from the 2021-2024 MTIP. Project was moved into in the current 2018-2021 MTIP.
21178	US26 (Powell Blvd): SE 99th Avenue - East City Limits	Add a Construction phase of \$61,800,000 in FFY 2022	The addition of the construction phase will add \$61.8 million to the 2021-2024 MTIP.
20471	OR99W: Tualatin River Northbound Bridge	Delete project from the Draft MTIP to reflect the recent amendment to advance the Construction phase from the Draft MTIP to the Current MTIP	In deleting this project, an approximate total of \$2.3M will be removed from the 2021-2024 MTIP. Project was moved into the current 2018-2021 MTIP.
20410	I-84: I-205 - NE 181st Avenue	Add project to the Draft, updating delivery year of the Construction phase to FFY 2021 per July 2019 Administrative Modification (AB19-18-JUL2)	The addition of the project will add an approximate total \$8.3M to the 2021-2024 MTIP
20329	OR43: Marylhurst Drive - Hidden Springs Road (West Linn)	Update project description and programming in Draft 2021-24 MTIP to reflect the recent amendment to reduce scope and shift funding between project phases.	The technical correction will describe the correct project scope, which is a modified and reduced version of the project described in the public review draft. Overall funding is unchanged.
20388	SW Farmington Road at 170 th Avenue	Delete project from the Draft 2021-24 MTIP to reflect prior administrative amendment by ODOT to advance the Construction phase of the project from 2021 to 2020.	In deleting this project, an approximate total of \$1.5M will be removed from the 2021-2024 MTIP. Project is in the current 2018-2021 MTIP.

ATTACHMENT D: ONLINE COMMENT SURVEY RESULTS

Q1 Please provide your zip code. (required)
 5.3 2021-2024 MTIP Public Comment Report

#	RESPONSES	DATE
1	97231	5/19/2020 12:40 AM
2	97202	5/18/2020 6:58 PM
3	97215	5/18/2020 6:32 PM
4	97212	5/18/2020 5:56 PM
5	97220	5/18/2020 3:33 PM
6	97214	5/18/2020 2:17 PM
7	97086	5/18/2020 2:11 PM
8	97209	5/18/2020 1:49 PM
9	97225	5/18/2020 12:44 PM
10	97217	5/18/2020 12:15 PM
11	97213	5/18/2020 11:43 AM
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15	97206	5/18/2020 8:50 AM
16	97219	5/18/2020 6:30 AM
17	97060	5/18/2020 5:52 AM
18	97203	5/17/2020 9:57 PM
19	97124	5/17/2020 9:01 PM
20	97229	5/17/2020 7:53 PM
21	97213	5/17/2020 7:45 PM
22	97202	5/17/2020 5:41 PM
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28	97211	5/17/2020 12:34 PM
29	97209	5/17/2020 12:04 PM
30	97214	5/17/2020 11:49 AM
31	97123	5/17/2020 11:13 AM
32	97213	5/17/2020 9:21 AM
33	98604	5/17/2020 8:28 AM
34	97006	5/16/2020 11:25 PM
35	97211	5/16/2020 8:39 PM
36	97206	5/16/2020 6:18 PM
37	97219	5/16/2020 6:07 PM

Share your thoughts about transportation investments planned for the greater Portland area in the
 5.3 2021-2024 MTIP Public Comment Report

38	97212	5/16/2020 5:36 PM
39	97212	5/16/2020 5:08 PM
40	97006	5/16/2020 4:18 PM
41	97203	5/16/2020 4:11 PM
42	97213	5/16/2020 3:15 PM
43	97027	5/16/2020 3:11 PM
44	97216	5/16/2020 1:31 PM
45	97218	5/16/2020 1:29 PM
46	97202	5/16/2020 1:04 PM
47	97216	5/16/2020 12:09 PM
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49	97232	5/16/2020 10:31 AM
50	97223	5/16/2020 9:29 AM
51	97218	5/16/2020 8:29 AM
52	97214	5/16/2020 7:43 AM
53	97228	5/16/2020 6:17 AM
54	97202	5/16/2020 12:53 AM
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59	97215	5/15/2020 9:36 PM
60	97211	5/15/2020 8:05 PM
61	97201	5/15/2020 7:37 PM
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63	97214	5/15/2020 6:47 PM
64	97229	5/15/2020 6:29 PM
65	97213	5/15/2020 4:19 PM
66	97233	5/15/2020 4:03 PM
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71	97214	5/15/2020 1:46 PM
72	97034	5/15/2020 1:34 PM
73	97216	5/15/2020 1:21 PM
74	97004	5/15/2020 1:21 PM
75	97209	5/15/2020 1:19 PM

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 5.3 2021-2024 MTIP Public Comment Report

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84	97203	5/15/2020 11:10 AM
85	97080	5/15/2020 11:02 AM
86	97123	5/15/2020 11:00 AM
87	97206	5/15/2020 10:43 AM
88	97214	5/15/2020 10:38 AM
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100	97213	5/15/2020 9:14 AM
101	97403	5/15/2020 9:08 AM
102	97215	5/15/2020 9:04 AM
103	97213	5/15/2020 9:02 AM
104	97219	5/15/2020 9:00 AM
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112	97214	5/15/2020 8:41 AM
113	97219	5/15/2020 8:38 AM

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 5.3 2021-2024 MTIP Public Comment Report

114	97213	5/15/2020 8:35 AM
115	97225	5/15/2020 8:31 AM
116	97224	5/15/2020 8:28 AM
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124	97201	5/15/2020 8:04 AM
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126	97219	5/15/2020 8:00 AM
127	97219	5/15/2020 7:58 AM
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130	97230	5/15/2020 7:53 AM
131	97239	5/15/2020 7:50 AM
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133	97217	5/15/2020 7:48 AM
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145	97225	5/13/2020 3:50 PM
146	97215	5/12/2020 1:36 PM
147	97213	5/12/2020 11:04 AM
148	97214	5/12/2020 9:53 AM
149	97232	5/11/2020 10:46 PM
150	97211	5/11/2020 2:45 PM
151	97219	5/7/2020 9:59 PM

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 5.3 2021-2024 MTIP Public Comment Report

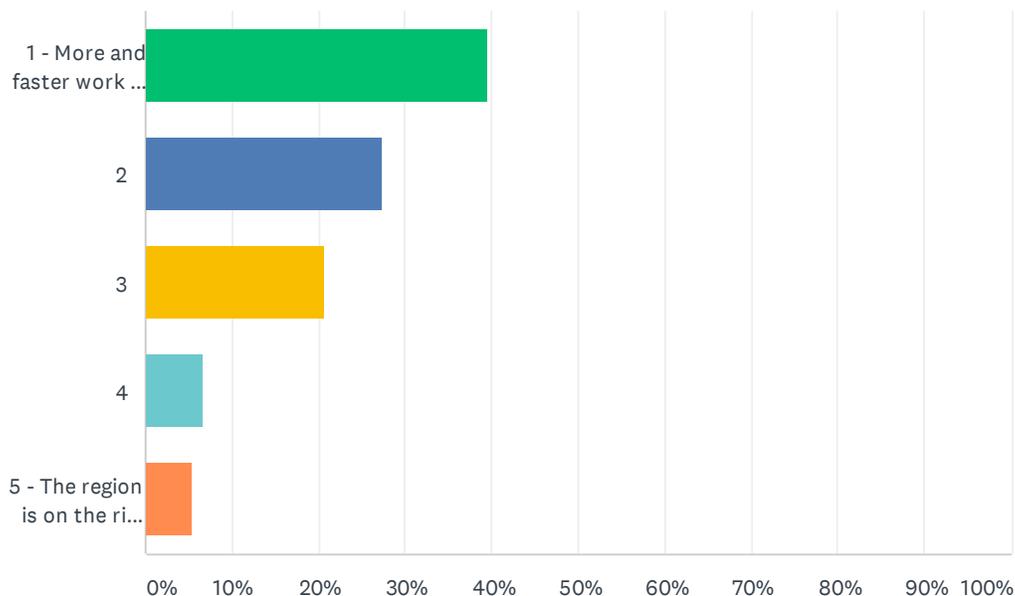
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155	97080	5/6/2020 7:18 PM
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169	97089	4/25/2020 8:42 AM
170	97007	4/24/2020 5:01 PM
171	97045	4/24/2020 10:08 AM
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187	97219	4/20/2020 8:29 PM
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190	97209	4/20/2020 1:31 PM
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199	97221	4/19/2020 9:57 PM
200	97229	4/17/2020 9:27 AM
201	97232	4/17/2020 9:11 AM

Q2 Advancing equity The region prioritized reducing disparities in the transportation system in communities with higher numbers of people of color, people with low incomes, and people with limited English proficiency. Metro calls these communities equity focus areas and they are communities where people generally face significant challenges traveling around the region and have the fewest options to meet everyday needs. The projects in the 2021-2024 MTIP are expected to make a greater rate of progress toward completing the regional walking and biking system in equity focus areas than outside equity focus areas. The rate of completion in these areas is nearly 74%. Access to community places by transit is expected to increase more in equity focus areas (12-15%) than in the rest of the region (11%) and in non-equity focus areas (10%). Projects in the MTIP are expected to increase job access by transit in equity focus areas by 10% to 13%. The rate of increase to job access by transit in equity areas is lower than in non-equity focus areas during rush hour, which is expected to be 11%. Do you think greater Portland is making the right level of progress toward advancing equity in the transportation system?

Answered: 164 Skipped: 37



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 5.3 2021-2024 MTIP Public Comment Report

ANSWER CHOICES	RESPONSES	
1 - More and faster work is needed	39.63%	65
2	27.44%	45
3	20.73%	34
4	6.71%	11
5 - The region is on the right track	5.49%	9
TOTAL	164	

#	RESPONSES	DATE
1	It's not enough to define Equity Focus Areas — we need to make sure that those areas will see proportionally more concrete benefits from transportation projects than non-Equity Focus Areas. Metro's performance assessment of the MTIP 2021-2024 projects shows the improvements in Equity Focus Areas to be insufficient. Those areas will see a smaller increase in access to jobs by transit compared to non-Equity Focus Areas, and there will be minimal to no change in access by bicycles and walking to jobs and community places. The 2021-2024 MTIP needs to include transit plans that will expand rapid, frequent transit access to equity areas.	5/20/2020 11:36 AM
2	There is a need to do more and apply the changes faster. Several of last year's fatal accidents were in those communities. Accidents and speeding often occurs often in areas where there is less traffic calming infrastructure and trees = poorer communities. Improvements for pedestrians and bikes are still too fragmented. It is not safe for people to go to school, work or shop by bike or on foot. ODOT is planning the freeway expansion which impacts neighborhoods and schools for people of color. Public transportation: Start with implementing the 365-youth pass and several pilots until you reach free transportation for all. It is possible! Increase safety around bus stops and expand service in those neighborhoods and across the metro area.	5/18/2020 11:04 PM
3	the % difference between equity/non equity areas is too close given historical inequities in transportation. More investment in equity active transportation and access to work, including non traditional work hours, is needed.	5/18/2020 7:02 PM
4	Defining Equity Focus Areas is a good first step, but it can't end there. More access to public transportation and bicycles is needed in these areas.	5/18/2020 6:37 PM
5	Good start, but we need see proportional and concrete benefits in these areas. The MTIP shows that equity-focused areas will see a smaller increase in access to jobs by transit compared to non-Equity Focus Areas, and there will be minimal to no change in access by bicycles and walking to jobs and community places. The 2021-2024 MTIP needs to include transit plans that will expand rapid, frequent transit access to equity areas.	5/18/2020 3:45 PM
6	I think alot of the focus is on building road way expansion and it doesn't help with traffic at all. That's not equity if you're only thinking about car drivers and down town folks' transportation needs. It would be more equitable if you though about transit dependent folks and making transportation better in the outskirts of Portland.	5/18/2020 3:35 PM
7	we need more access to quicker public transport, walking/bike lanes and carpool lanes, etc to decrease emissions from cars/trucks.	5/18/2020 2:13 PM
8	We still need to do a better job of allowing people in equity focus areas to commute to work without a car, both by improving infrastructure for transit and bicycling (the Rose Lane project in Portland is a good start), and by working with regional planning to put more jobs into those areas.	5/18/2020 1:44 PM
9	Although it's it progress to define these areas, the projected increases in equity focus areas are not enough to fully address the scale of these challenges. We need to see more transit to jobs in these areas and strive for high walking and biking increases as well.	5/18/2020 12:48 PM
10	The goals in this section are all expressing equity concerns in terms of transporting people to places, which is important. But community health is another important concern - i.e. air quality, noise pollution, etc. Maybe other questions will focus on that, but I can't yet tell...	5/18/2020 11:51 AM
11	Cost of transit is high, especially as people who rely on transit are pushed out further from the city center bc of gentrification.	5/18/2020 11:15 AM
12	This plan needs to include greater access to rapid, frequent transit in equity areas as well as access to bicycle and walking paths.	5/18/2020 10:44 AM
13	Equity Focus Areas need to have proportionally more benefits from transportation projects than non-Equity Focus Areas. The performance assessment of the MTIP 2021-2024 projects shows insufficient improvements of Equity Focus Areas (i.e., smaller increase in access to jobs by transit compared to non-Equity Focus Areas and minimal/ no change in access by bicycles and walking). The 2021-2024 MTIP needs to include transit plans that will expand rapid, frequent transit access to equity areas.	5/18/2020 9:33 AM
14	It's not enough to define Equity Focus Areas — we need to make sure that those areas will see	5/18/2020 6:32 AM

Share your thoughts about transportation investments planned for the greater Portland area in the
 5.3 2021-2024 MTIP Public Comment Report

proportionally more concrete benefits from transportation projects than non-Equity Focus Areas. Metro's performance assessment of the MTIP 2021-2024 projects shows the improvements in Equity Focus Areas to be insufficient. Those areas will see a smaller increase in access to jobs by transit compared to non-Equity Focus Areas, and there will be minimal to no change in access by bicycles and walking to jobs and community places. The 2021-2024 MTIP needs to include transit plans that will expand rapid, frequent transit access to equity areas.

15	We are taking some good steps, but more is needed. In particular, the cost of taking transit is much too high. The new low-income fares are a good start, but the reality is that if a family of several individuals wants to take the MAX or bus it will be prohibitively expensive--and families who have the option of driving instead will likely do so. Transit must be more accessible to low-income people.	5/17/2020 9:09 PM
16	We need to actually focus on Equity focus areas by allocating proportionally more resources to them than non-Equity Focus Areas. Access to transit is growing faster in non-equity focused areas, and there has been essentially no improvement in access to biking and walking in EFAs.	5/17/2020 3:29 PM
17	Transit times between job centers and equity areas are still far too long to provide a reasonable choice for folks who have mode options.	5/17/2020 2:56 PM
18	It is not enough to have these equity areas unless very significant increases are made to expand rapid, frequent access to healthy mass transit and eliminate or greatly reduce fares for low income residents. There needs to be protected biking lanes and wider sidewalks and pedestrian safety measures especially in the wake of Covid. We need to eliminate diesel busses and have a no zero emissions system both for climate concerns but also for respiratory safety since POC and low income communities experience greater exposure to air pollution and have increased respiratory risk as witnessed during Covid. We need to have dedicated bus lanes so that folks can get quickly to work and other critical appointments. We need to be moving away from investments that increase single occupancy vehicle trips or in any way expand highways or contribute to added greenhouse gas emissions.	5/17/2020 12:42 PM
19	My main complaint with street car and being disabled there should be hop click pole outside on platform. By the time I board and try to click it is always turned off it some one standing in front won't move. Streetcar us so hard to use being disabled. Your still using the test car that has no ramp button to use on the outside	5/17/2020 12:08 PM
20	Glad the % on equity areas is higher, but perhaps should be higher still.	5/17/2020 11:14 AM
21	It is a challenging topic and I value Metro's aspirations to create a more equitable region.	5/16/2020 6:09 PM
22	Work in the equity needs to have a greater increase as well as care for the condition of streets in the areas where poor people live is needed terribly now!	5/16/2020 5:40 PM
23	Public transportation needs a sliding fare option for students and lower income families to be equitable. This should be easy to apply for and managed in a method that is invisible to others (my HOP card is coded to me so I would be charged the rate I qualify for while the cards all look the same). Schedules must accommodate the full range of work schedules. Sidewalk and bike paths in low income neighborhoods and EV charging stations are essential. Plant more trees, separate bike from cars. We need to ask the question which comes first - industrial neighborhoods with fast highways where housing has a lower price OR communities of color that cannot 'fight off' the industry and freeways. Rose Quarter / Emanuel (formerly Albina neighborhood) being a prime example of 'taking' of inner City neighborhoods from low income people.	5/16/2020 5:21 PM
24	The 2021-2024 MTIP needs to include transit plans that will expand rapid, frequent transit access to equity areas.	5/16/2020 3:17 PM
25	It's not enough to define Equity Focus Areas — we need to make sure that those areas will see proportionally more concrete benefits from transportation projects than non-Equity Focus Areas. Metro's performance assessment of the MTIP 2021-2024 projects shows the improvements in Equity Focus Areas to be insufficient. Those areas will see a smaller increase in access to jobs by transit compared to non-Equity Focus Areas, and there will be minimal to no change in access by bicycles and walking to jobs and community places. The 2021-2024 MTIP needs to include transit plans that will expand rapid, frequent transit access to equity areas.	5/16/2020 1:32 PM
26	Public transit needs to be improved, so people can easily and affordably get to work, shopping,	5/16/2020 9:33 AM

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recreation. We need to reduce our dependence on personal cars, that many people cannot afford.

27	It's not enough to define Equity Focus Areas — we need to make sure that those areas will see proportionally more concrete benefits from transportation projects than non-Equity Focus Areas. Metro's performance assessment of the MTIP 2021-2024 projects shows the improvements in Equity Focus Areas to be insufficient. Those areas will see a smaller increase in access to jobs by transit compared to non-Equity Focus Areas, and there will be minimal to no change in access by bicycles and walking to jobs and community places. The 2021-2024 MTIP needs to include transit plans that will expand rapid, frequent transit access to equity areas. This plan should also include defined improvement of the spaces, such as walk ways, to include better lighting, safer paved trails, and ADA accessible attention to the areas.	5/16/2020 8:08 AM
28	Not only do we need equitable transportation, but green alternatives that are truly addressing the needs to lesson dependence on fossil fuels and help to promote healthy environments	5/16/2020 12:31 AM
29	We need better bike infrastructure	5/15/2020 9:38 PM
30	In addition to transit access, Metro should be focusing on poor air quality caused by transportation in equity focus areas. With more highways, industrial businesses, and diesel trucks in seemingly ignored and economically challenged areas, these communities suffer most from the health effects of an auto-focused transportation system.	5/15/2020 8:12 PM
31	The outer east especially lacks adequate public transit.	5/15/2020 7:38 PM
32	too little too late for equity access	5/15/2020 3:28 PM
33	I think there needs to be greater affordability to transportation. As well as better integration of East Portland and the West Hills areas.	5/15/2020 3:12 PM
34	Transit ridership is going down and driving is going up. That is not equitable.	5/15/2020 2:44 PM
35	Equity How about putting trains everywhere ?	5/15/2020 1:34 PM
36	In Portland TriMet's low income fare is definitely a move in the right direction. When I was still working (in a low paying occupation) I had to choose between the company sponsored health plan or a monthly pass to get to work. The pass won. Were I able to obtain an HC pass (which I believe was something like 24\$ back then) I could have also afforded the health insurance.	5/15/2020 1:26 PM
37	I hear a lot of talk about equity. Hwy 99 near Gladstone is a disaster for pedestrians crossing the road.	5/15/2020 1:23 PM
38	A few percentage points for the non-equity focus areas above the is not adequate to close the gap between the rest of the region and the focus area	5/15/2020 11:35 AM
39	The MITP needs to do more on equity. Defining Equity Focus Areas is not enough — more need to be done to ensure proportionally more concrete benefits from transportation projects to Equity Focus Areas relative to others. Metro's performance assessment of the MTIP 2021-2024 projects shows the improvements in Equity Focus Areas to be insufficient, with those areas projected to enjoy a smaller increase in access to jobs by transit compared to non-Equity Focus Areas. Significantly more needs to be done to increase access by bicycles and walking to jobs and community places. The 2021-2024 MTIP needs to include transit plans that will expand rapid, frequent transit access to equity areas.	5/15/2020 11:16 AM
40	need better coverage in E Portland and other areas where poor people and people of color live.	5/15/2020 11:14 AM
41	It's not enough to just define what an Equity Focus area is - we need to make certain that these areas receive proportionally more benefits that are concrete to improving transportation than non-equity areas. Metro's own performance assessment of the MTIP 2021-2024 projects shows the improvements in Equity Focus Areas to be substantially insufficient, especially given that those areas will see a smaller increase in access to jobs by transit compared to non-Equity Focus Areas. Furthermore, there will be minimal to no change in access by bicycles and walking to jobs and community places, which is important for health of these areas. The 2021-2024 MTIP needs to include transit plans that will expand rapid, frequent transit access to equity areas.	5/15/2020 11:01 AM
42	Some good progress is being made but I still believe underserved communities need more viable options to get around safely that don't add more cars to the road.	5/15/2020 10:27 AM
43	We continue to invest in expanding freeways, parking structures and prioritizing driving. Equity	5/15/2020 9:57 AM

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looks like investing in transit, biking, and walking since this will clean up the air (low income folks are most impacted by poor air quality from cars) and make it easier for folks who can't afford a car to get around.

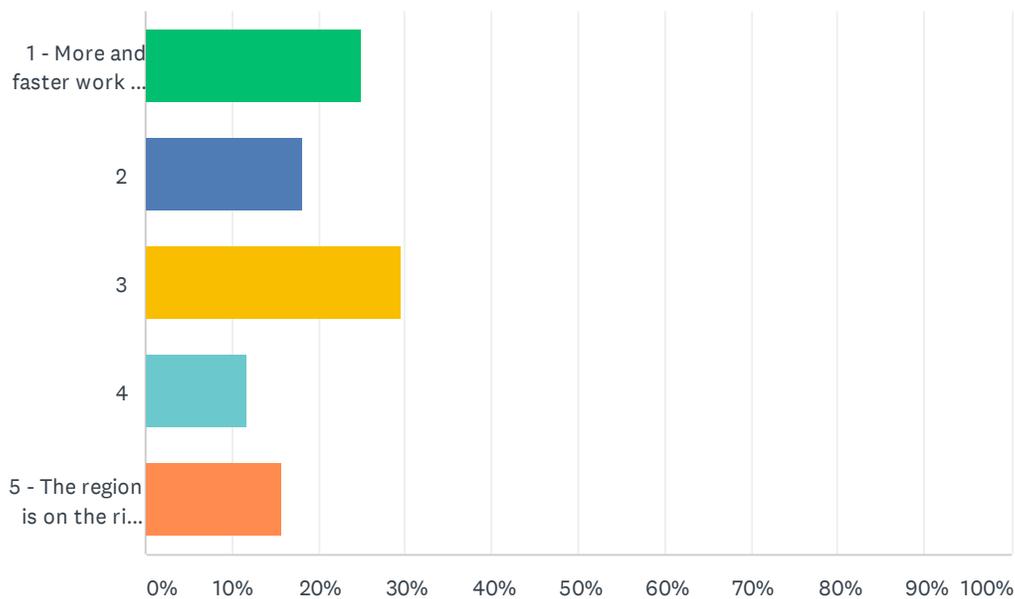
44	The city needs to invest in public transportation and neighborhood safety projects, not freeway expansions, to increase equity.	5/15/2020 9:23 AM
45	Oregon's and Portland's move to expand projects that promote the use of automobiles over public transportation lacks foresight in terms of a post-carbon, post-fossil-fuel era. More needs to be done to improve public transportation, and force reduction of single-rider car use.	5/15/2020 9:04 AM
46	Why we are prioritizing anything to do with automobile infrastructure at this stage, when autonomous vehicles are imminent and will completely change automobile demands, but also more importantly when our destruction of the planet is in a runaway condition, is entirely beyond me. We are lucky to have his time to reflect on the necessary and the habitual and help lead the region in the right direction.	5/15/2020 8:56 AM
47	More attention needed sooner to bike lanes and bicycling safety measures.	5/15/2020 8:46 AM
48	Inequity needs to be aggressively addressed via incentives. This measure does not nearly go far enough to boost disadvantaged populations.	5/15/2020 8:33 AM
49	fossil fuel should not be part of the equation	5/15/2020 8:28 AM
50	need more money for improvements in equity focus areas	5/15/2020 8:21 AM
51	Low income wage earners have to travel long distances from home to work. We should make that much easier and faster. They should not have to buy a car to get to work!	5/15/2020 8:20 AM
52	The 2021-2024 MTIP needs to include transit plans that will expand rapid, frequent transit access to equity areas.	5/15/2020 8:09 AM
53	The 2021-2024 MTIP needs to include transit plans that will expand rapid, frequent transit access and access by bicycles and walking to jobs and community places to equity areas.	5/15/2020 8:06 AM
54	It is challenging to get to work on weekends (even with the modest schedule changes that have been made). The changes to equity focus area outlined in your statement above are inadequate. You can do better on equity.	5/15/2020 7:41 AM
55	It's not enough to define Equity Focus Areas — we need to make sure that those areas will see proportionally more concrete benefits from transportation projects than non-Equity Focus Areas. Metro's performance assessment of the MTIP 2021-2024 projects shows the improvements in Equity Focus Areas to be insufficient. Those areas will see a smaller increase in access to jobs by transit compared to non-Equity Focus Areas, and there will be minimal to no change in access by bicycles and walking to jobs and community places. The 2021-2024 MTIP needs to include transit plans that will expand rapid, frequent transit access to equity areas.	5/15/2020 7:40 AM
56	I'd like to see more development of safe walking and biking infrastructure in equity areas, and more focus on frequent rapid transit.	5/14/2020 9:01 AM
57	While faster is best, I'm sure there are physical limitations. I appreciate the changes for more public transit and fewer cars on the road	5/13/2020 4:16 PM
58	Youth transit pass would be a good start. Eventually, we must have FREE public transit to get people out of their vehicles.	5/13/2020 3:51 PM
59	People are asking for more transit - more buses and more frequency. Metro should plan for how to fund more transit lines and operations.	5/12/2020 6:00 PM
60	No fare hikes Raise the youth age for free passes to 18 for all youth year round Add bus only lanes to make public transit more appealing Expand service (increase hours, weekend service, increased frequency and increased bus lines) Prioritize Ridership increase and Service over tech. upgrades	5/7/2020 6:57 AM
61	I think Portland needs to shift into a deeper alliance with environmental and social equity orgs to better serve its ridership and longterm community goals.	5/6/2020 1:03 PM
62	As a regional government, Metro should have always functioned to level playing field; however, that never happened until recently. It needs to address the huge socioeconomic disparities that	5/4/2020 8:14 AM

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	widened between Whites and people of color.	
63	People of color tend not to work in downtown Portland, they tend to work in small businesses ill-suited to transit services. So focusing on transit, walking and biking, but not automobiles and carpools does not help them. In fact, it hinders people of color who cannot afford to live near their jobs and therefore spend more time commuting in congested traffic.	4/30/2020 6:45 PM
64	There are so many quick and cost effective ways that we can increase bikeway connectivity that are being put on hold or are pushed back. Additionally putting in more transit takes so long. I was at a meeting talking about a potential streetcar on NE Broadway and they said that even if it gets approved, it would be 10 years (YEARS!) out. We need to start figuring out ways to create multi-modal options much more quickly.	4/28/2020 8:16 PM
65	Making progress, but despite the rhetoric, the region continues to spend most of its funding on auto-related projects. Access to many work, shopping & recreational destinations via active transportation continues to be substandard, inconvenient, and time consuming.	4/25/2020 9:28 AM
66	Region is on wrong track we need more and better roads	4/24/2020 5:02 PM
67	Equity is advanced through making communities of color able to access jobs and homes and food via efficient and frequent mass transit, not just providing additional miles of MAX or restricting car traffic	4/23/2020 5:05 PM
68	Investment in transit still lags the spending on infrastructure for cars and trucks.	4/23/2020 2:29 PM
69	Not enough focus is being directed to outer East Portland Where the vast majority of Portland's diversity is.	4/22/2020 8:10 AM
70	This needs to be based on INCOME only. If a "community" holds minorities but not poor people, then how is "equity" achieved? (SHOW me one, to begin with). Well-intentioned racism has no place in these decisions.	4/21/2020 3:45 PM
71	I didn't see any projects in Fairview -- an area populated with POC, low income, and limited English. Fairview Ave/NE 223rd desperately needs sidewalks. People walk to their jobs and Walmart on very narrow road shoulders.	4/21/2020 11:47 AM
72	There should be no fare hikes, and youth pass for all under 18, including east county school areas should be permanently implemented	4/21/2020 9:00 AM
73	interesting list of options.	4/21/2020 6:19 AM
74	With all the people nowadays unemployed & likely in months/years to come, unemployed, it's time for the city to spearhead a massive "WPA" type of project to GET ALL ROADS FIXED. Portland has avoided this problem for 30 years. The once-pristine streets in Portland have eroded, literally, into what I recall seeing in Pittsburgh, Atlanta, and Toledo OH where similar neglect is seen. Put together a workforce, pay them well, & get these roads FIXED. You have a workforce of both men & women who are able-bodied & unemployed. Use them!	4/20/2020 12:20 PM
75	I would think in the wake of Covid-19, this would need to be revised.	4/20/2020 11:56 AM
76	None of the above; work should be selected regardless of demographics.	4/20/2020 11:03 AM
77	Choices are too limited...no possibility to choose less. This is a biased sampling and invalidates the response to this question.	4/20/2020 10:51 AM

Q4 Advancing safety The region is committed to getting to zero death and serious injuries on its roadways (Vision Zero). It does so by prioritizing investments, such as medians and pedestrian crossing islands and separation of travel modes on streets with higher traffic speeds, that would reduce the number of crashes with fatalities and serious injuries. Despite previous investments, fatal and serious injury crashes have increased in the region in recent years. Nearly one-third of the MTIP package invests in proven countermeasures to reduce crashes. The majority of the safety investments are focused on high injury corridors and intersections in historically marginalized communities. Nearly 70% of the safety projects in the MTIP are addressing safety issues on the region’s high injury corridors and intersections – the roadways and intersections most prone to crashes. Nearly 80% of the safety investments in the MTIP are focused on those high injury corridors and intersections that are located in or that travel across historically marginalized communities. Do you think the greater Portland region is making the right level of investment in advancing safety in the transportation system?

Answered: 153 Skipped: 48



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ANSWER CHOICES	RESPONSES	
1 - More and faster work is needed	24.84%	38
2	18.30%	28
3	29.41%	45
4	11.76%	18
5 - The region is on the right track	15.69%	24
TOTAL	153	

#	RESPONSES	DATE
1	Reducing transportation-related deaths and injuries is crucial work, and the MTIP does an adequate job of allocating money to safety projects. Thank you for focusing on historically marginalized communities.	5/20/2020 11:37 AM
2	Vision Zero is a great concept if you adopt its core principal: All planning and execution should always have the following order in mind: Most vulnerable people, pedestrians, bike/scooter, motorcycles and then cars. Portland still seems to prioritize cars over all other transportation methods. The result is accidents are on the rise. It is not safe to be on a road in many areas in Portland and it is getting worse with increase in people and traffic. We need more serious speed enforcement! There is too much a believe people doing the right thing. There is a significant amount of people who drive too fast and recklessly. Others are speeding up as well as there are no consequences or feel they must keep up not to be run over. People will not slow down because there is a sign with a lower number on it. Most people are not or choose not to see the signs. Additional lights and color are not sufficient. Consider narrowing streets (more space for bikes, scooters, pedestrians less for cars), lots of traffic circles, rumble strips, physical barriers between cars and bikes, no parking at intersections, more red light cameras, bus only lanes (requires increase in bus lines that better connect areas and more frequent). When changing traffic pattern do it continuously and not for just a few blocks as well a settle on 1-3 designs across the city. Example 1: SW Main St. there is a bike lane for a few blocks and when it gets tight at the circle bikes suddenly need to move in with busses and cars. N Williams Ave: Car/bike lane patterns changes multiple times. There are endless examples. Even people that have used the streets before are confused. Physically separate cars from bikes! Bike rider will never be safe when riding in the same space as cars. I support focusing on areas of marginalized communities and high crash corridors. But people also need to go from to these areas. Is there any opportunity to optimize internal processes so that projects can be implemented faster across the region? There seems to much focus on statistic of fatal accidents and the ones with serious. It is misleading and discredits the impacts on people, especially from marginalized communities. Smaller accidents also have huge impacts like wage lost, short-term and often long-term health issues, stress, no money to repair/replace vehicle, etc.	5/18/2020 11:04 PM
3	HARD NO. All you do is add more cops to transit and that makes it less safe for me and my family. We are Black and Latino and guess what your fare inspectors and transit police racially profile myself and my family all the time. I also experience quite a bit of sexual harassment that seems to not be a big deal to Trimet bus drivers or the civil rights department ever.	5/18/2020 3:36 PM
4	The increase in deaths among vulnerable road users in the past few years, unfortunately, speaks for itself.	5/18/2020 1:46 PM
5	The percent of safety projects allocated to the equity focus areas and high injury corridors seems like huge strides forward!	5/18/2020 12:54 PM
6	Yes, I have seen a lot of additional crosswalks with flashing lights places in my neighborhood that allow me to cross roads more safely. There still needs to be more enforcement of speeding cars (especially down Foster Rd).	5/18/2020 11:16 AM
7	MTIP is on the right track with regard to safety.	5/18/2020 10:45 AM
8	Safety is crucial and the MTIP does an adequate job of allocating money for it.	5/18/2020 9:35 AM
9	More transit, fewer cars.	5/17/2020 7:56 PM
10	The MTIP is putting its safety funding in the right places. As always more safety funding would have been nice.	5/17/2020 3:31 PM
11	The new designs by ODOT intersections impose a severe time penalty for pedestrians and bicyclist and allow for faster speeds at intersections than is safe. ODOT should not be allowed to design any streets or intersections in urban areas.	5/17/2020 2:57 PM
12	We should not be doing actions that add to greenhouse gas emissions or encourage more fossil fuel vehicle use. Safety must include clear plans towards zero emission public transit fleets and decreasing greenhouse emissions not only for climate concerns but also for respiratory risk concerns which are also fatal as we have seen most recently and inequitable in their distribution.	5/17/2020 12:45 PM
13	I would like to see additional reductions in speed limits as well as more enforcement.	5/17/2020 11:15 AM

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14	I will always grieve the loss of my friends, Steve Fritz and Cary Fairchild, when they died in an accident on I-5 due to a lack of median on the Interstate. So, every effort to make roadways and intersections safer makes me relieved.	5/16/2020 6:11 PM
15	In my neighborhood the speed was changed to 20 MPH and now everyone speeds. There was talk of removing trees from a major arterial because they make it difficult to see pedestrians (and the cars, in a 30 MPH zone are going 45). Goal need to be to get people out of their cars.	5/16/2020 5:24 PM
16	More pedestrian only areas are needed.	5/16/2020 4:13 PM
17	Could do better with bicycle/auto safety	5/16/2020 3:19 PM
18	I hope that MTIP can include more safety measures that include improving lighting and structure to walkways and trimet stops.	5/16/2020 1:27 PM
19	Bikers and walkers need to be given more priority since motorized vehicles cause the majority of serious injuries.	5/16/2020 9:36 AM
20	There are insufficient travel options for those without vehicles and those who prefer to travel without vehicles. There is a direct correlation to the car-centric infrastructure that has also reduced safety.	5/16/2020 8:31 AM
21	Again safety should include clean air	5/16/2020 12:32 AM
22	We need better outer South East Portland pedestrian protection!	5/15/2020 9:38 PM
23	Sure though it seems crashes went up. Maybe put more money into the police bureau.	5/15/2020 4:39 PM
24	separating bikes and cars essential here	5/15/2020 3:28 PM
25	Accidents continue to happen, with deaths included, at a higher rate in the Portland area.	5/15/2020 2:44 PM
26	All city vehicles should be green	5/15/2020 1:35 PM
27	I dislike hearing about bicyclist being killed. It makes people afraid to bike. Stop and go traffic is dangerous too.	5/15/2020 1:24 PM
28	More focus is needed for wider sidewalks and bike lanes in high injury corridors.	5/15/2020 11:36 AM
29	the MTIP does an adequate job of allocating money to safety projects, which are crucial.	5/15/2020 11:17 AM
30	less expensive cops and more and cheaper Tri-Met workers	5/15/2020 11:16 AM
31	Reducing fatalities and injuries is critical work to making people feel safe biking and traveling by other means. Metro is doing sufficient work on this front and admittedly will have challenges for a long time, but their goals here are admirable.	5/15/2020 11:03 AM
32	I live along the US26-E corridor and greatly appreciate that safety will be a higher priority here. I would love to be able to travel safely on my bike in this corridor and have access to more and safer pedestrian crossings. I also think it would be wonderful to have dedicated bus lanes where the street is four lanes wide, to give those of us who travel by transit a faster trip.	5/15/2020 10:31 AM
33	Reducing speed limits was a good step in the right direction. We need to go further and faster.	5/15/2020 9:58 AM
34	Again, reducing single-rider car use would greatly reduce the overcrowded streets, a measure which would reduce safety over almost any other measure.	5/15/2020 9:06 AM
35	The only way we are going to reduce deaths and injuries is to reduce motor vehicular travel. Anything else is wishful thinking. We need to provide alternatives in transit and bicycle infrastructure to compensate for the reduced ability to use motor vehicles.	5/15/2020 9:01 AM
36	Speed limits need to be reduced.	5/15/2020 8:48 AM
37	need more money to reduce deaths and injuries. i am a biker and walker. i don't feel safer	5/15/2020 8:21 AM
38	We need better safety for pedestrians and cyclists.	5/15/2020 8:21 AM
39	The MTIP needs to work harder for underserved communities, and should take bolder action towards establishing a climate-smart transportation system in the region.	5/15/2020 8:10 AM
40	I want to see greater safety and walkability in low income areas.	5/15/2020 7:42 AM
41	Overall I'd like to see more focus on single passenger automobile transit and increased focus	5/14/2020 9:04 AM

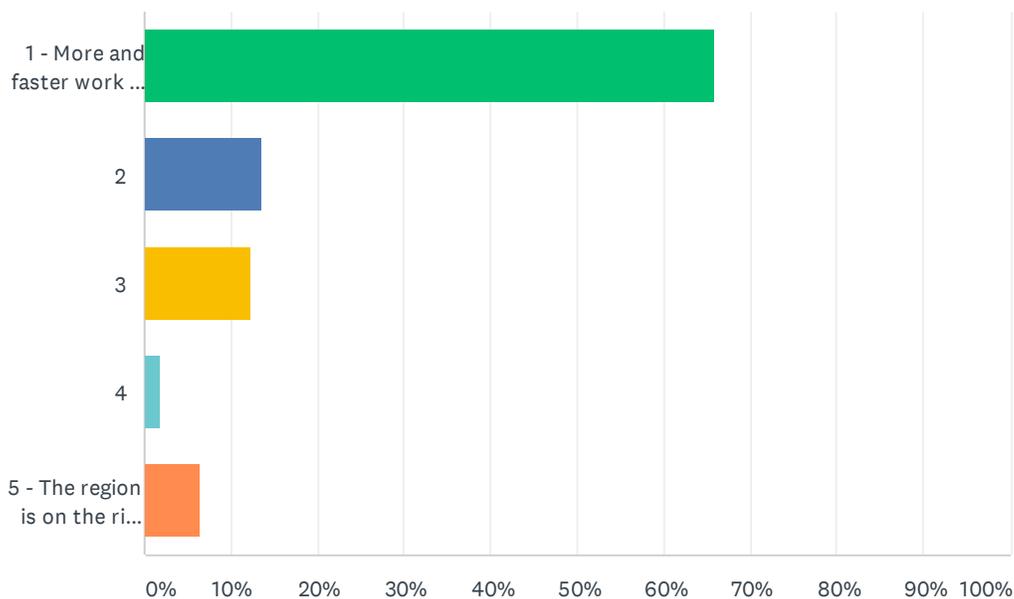
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on safe bike lanes, sidewalks and public transportation.

42	Protected bike lanes on the east side are a huge bonus. I would love to see more neighborhood greenways on the east side as well.	5/13/2020 4:17 PM
43	If the region continues to support building wide and fast roads and support ODOT building more highways, then safety needs will stay high. The region should invest in sidewalks and crosswalks, and build out the transit system so it's more frequent and convenient, then more people will take it and there will be fewer cars to cause safety problems.	5/12/2020 6:02 PM
44	I'm not sure that Vision Zero is working, although I know it will take some time to weigh in on the metrics of it. Please keep the public informed.	5/6/2020 1:10 PM
45	Your rating system is flawed. I don't want "more or faster" work in this area but different work. There is no mention that investment \$\$ will be in overall driver education: speeding and texting while driving	5/5/2020 7:18 AM
46	High injury corridors and intersections are almost always located in historically marginalized communities. I want to see a higher numbers of the safety investments in these areas.	5/4/2020 8:19 AM
47	I don't see a choice for the region is on the wrong track. Vision Zero is ineffective and has not worked. See the evidence in the last sentence of the first paragrah.	4/30/2020 6:48 PM
48	We need to focus more on street redesign to improve safety. The way our roads are set up locally not only invites people to speed (think N. Lombard), and we are relying only on police enforcement to reduce speeding. This is shortsighted and ineffective. We need to start redesigning our roads so that it forces people to drive slowly, which will decrease injury since people will actually be forced to pay attention to the road.	4/28/2020 8:18 PM
49	For pedestrians and cyclists, I see too many quick fix projects, like better crosswalk striping, without addressing what's making the intersection, bike route, etc. dangerous in the first place. Fundamentally bad design created through decades of an auto-first mentality, often can't be fixed with feel-good bandaids.	4/25/2020 9:35 AM
50	not enough safety around bike ped is happening, especially outside of the core. e.g. the rose garden area is now getting lots of funding. What happens to people who have NO access to any bike ped options?	4/25/2020 8:44 AM
51	roads are unsafe. They are falling apart.	4/24/2020 5:03 PM
52	deaths are up. the solutions advanced are not working. probably because they focus on the wrong causes.	4/23/2020 5:05 PM
53	Road design still encourages and enables hazardous speeds and other dangerous driving behavior. We need more road diets, intersection re-design and other measures that will effectively reduce risky behavior.	4/23/2020 2:31 PM
54	Provide union rider advocates versus rate monitoring payment personnel.	4/21/2020 9:01 AM
55	You are not on the right track and are veering further away from what we really need as a city and suburb community.	4/21/2020 6:20 AM
56	None of the above; we should be focusing on more traffic capacity.	4/20/2020 11:04 AM
57	Once again, this question is biased since there is no choice for less	4/20/2020 10:52 AM
58	SW Portland desperately needs sidewalks on collector streets. Hamilton, Shattuck, Cameron, Taylor's Ferry, etc.	4/19/2020 10:06 PM

Q6 Advancing climate The region is committed to reducing greenhouse gas emissions from transportation sources and make progress towards the implementation of the region’s Climate Smart Strategy. The MTIP includes investments that are expected to reduce air pollution from cars and trucks. MTIP investments, such as transitioning transit vehicles to energy efficient vehicles, are expected to reduce greenhouse gas emissions by 21% per capita, which makes faster than planned progress towards the region’s Climate Smart Strategy target. Do you think greater Portland is making the right level of progress toward advancing its climate priority through transportation investments?

Answered: 155 Skipped: 46



ANSWER CHOICES	RESPONSES
1 - More and faster work is needed	65.81% 102
2	13.55% 21
3	12.26% 19
4	1.94% 3
5 - The region is on the right track	6.45% 10
TOTAL	155

#	RESPONSES	DATE
1	Please be bolder!! This is the opportunity. This is the moment. We need you. The 2021-2024 MTIP fails to take sufficiently bold action towards reducing the metropolitan area's transportation-related emissions. The MTIP draft will not reduce greenhouse gas emissions by transportation in the regional area. The expansion of Oregon State Highway 217 is very likely to lead to increased emissions through induced demand, and the performance assessment shows increases in greenhouse gas emissions from passenger vehicles and the full fleet, as well as essentially no decrease in trips taken by single-occupancy vehicles. Furthermore, it does not include provisions to ensure that the projects meet the requirements of Governor Brown's Executive Order No. 20-04. The MTIP needs to take significantly bolder action to shift the region towards transit and active transportation, and to curb transportation-related emissions.	5/20/2020 11:40 AM
2	Portland residents are at higher cancer risks from air pollution than anywhere else in the state. Freight and industry are important sectors, but there needs to be more regulation and enforcement. Again, marginalized communities are the most impacted. No more oil trains through Portland! We are running out of time. We need more initiatives like the Portland Clean Energy Fund to catch up if we truly want to make a difference and want to have a livable city for future generations. Create more green jobs and green job training (including financing). Focus on people of color, women and provide more youth opportunities. More funding and support for clean up of abandoned vehicles and boats. Bolder initiatives and policy on clean up and stopping pollution at the source. More support (policies, grants) for the many great non-profits that are truly making a difference in climate justice. Reimage a public transportation system that works for all and incentives even so most car-centric person to use the system for many trips. Communication: Talk more about people participating in traffic than cars versus bikes versus scooters etc. This should be about what we all gain, not what we lose.	5/18/2020 11:28 PM
3	Climate change is coming at warp speed. MTIP must accelerate progress to meet the Governor's goals on climate change faster than the scenario above	5/18/2020 7:03 PM
4	The MTIP needs to do everything it can to reduce transportation-related emissions. "Induced demand" is real and widening any highways or freeways makes no sense in a world where we have a chance at a future. Single-occupancy vehicle use needs to be reduced drastically, and investing in mass and active transportation is the only way that makes sense going forward.	5/18/2020 6:44 PM
5	The MTIP does not include provisions to ensure that the projects meet the requirements of Governor's Executive Order No. 20-04 for reductions in greenhouse gas emissions.	5/18/2020 4:00 PM
6	It seems like the city wants to promote biking to work and electric buses to stop climate change, but what doesn't quite add up is how am I supposed to bike to work when I don't have sidewalks to safely ride or walk on.	5/18/2020 3:37 PM
7	Implementing commuter carpooling asap. Limit large truck transportation on highways during commuter rush hour on I5 and 26	5/18/2020 2:26 PM
8	MTIP does not make adequate provisions for meeting Governor Brown's Executive Order NO 20-24. Climate impact should be the primary consideration for all present and future projects.	5/18/2020 1:56 PM
9	We need to do a better job of allowing people to live without cars unless they really need one for work (i.e. contractors, etc.), or due to diminished mobility. We cannot build our way out of the current congestion, and we cannot meet our climate goals without reducing the number of cars on the streets. We are stagnant or declining in the percentage of trips by bicycle, and we need to do better.	5/18/2020 1:49 PM
10	Transitioning to EEV vehicles is not enough. To have a resilient and adaptive community we need to invest further in public transportation and less in enabling single-driver vehicles. The MTIP includes too many dollars towards freeway expansions, which will increase emissions. Additionally, the MTIP needs to address Governor Brown's Executive Order No. 20-04 by including metrics and processes to reduce GHG emissions.	5/18/2020 12:59 PM
11	The lack of specificity in this question (i.e. what percentage of transit vehicles are being transitioned; what other investments are being contemplated vs which additional ones are possible) makes it hard to give a fact-based answer. In general terms, then, my sense is the agencies in this plan do not yet have as urgent an approach toward this problem as is needed given the climate crisis.	5/18/2020 11:57 AM
12	MTIP is grossly insufficient with regard to climate protections. The expansion of Highway 217 and other provisions in this plan only serve to increase car traffic. Bold, anti-fossil fuel action is	5/18/2020 10:47 AM

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required, and I hope MTIP will step up to that.

13	The 2021-2024 MTIP is not bold enough in it's action towards reducing the metropolitan area's transportation-related emissions. The MTIP does not include provisions to ensure that the projects meet the requirements of Governor's Executive Order No. 20-04. That executive order calls for the development of processes, metrics, and reductions in greenhouse gas emissions to be specified by the Oregon Transportation Commission, Oregon Department of Transportation, Land Conservation and Development Commision, Environmental Quality Commission, and Oregon Department of Energy—due to the Governor by June 30, 2020. Additionally, the Highway 217 expansion will likely increase emissions, and the performance assessment shows increases in greenhouse gas emissions from passenger and Full Fleet vehicles and no decrease in trips taken by single-occupancy transportation.	5/18/2020 9:42 AM
14	The MTIP is not a climate action plan, it is a direct pipeline to construction of fossil fuel infrastructure. Before we protest construction of this fossil fuel infrastructure in four years, let's begin shaping the future now.	5/18/2020 6:32 AM
15	Greater Portland is doing many good things on climate, but the fact is much more is needed. We should be moving toward a future where large areas of our downtowns--especially downtown Portland itself--are completely car free and open only to bikes, pedestrians, and transit. This will reduce traffic gridlock and crash fatalities as well as pollution. We must do everything possible to incentivize electric vehicles for ordinary people as well as vehicles used by government agencies. And we must avoid expanding highway, prioritizing safe, healthy transit instead.	5/17/2020 9:09 PM
16	This needs to speed up substantially.	5/17/2020 7:56 PM
17	The region needs decisive bold action on climate. The MTIP does not do that. The Expansion of HWY 217 will likely lead to increased emissions for the region. The MTIP does not include provisions to insure that projects meet Gov. Brown's Order # 20-04.	5/17/2020 3:33 PM
18	I'm not aware of any serious efforts by Portland to reduce transportation emissions. There is essentially no effort described in this and the previous MTIP.	5/17/2020 2:59 PM
19	According to the IPCC, we need to be reducing carbon emissions by over 8% globally per year with more expected in the industrialized nations which means these targets are too low given that transportation is 40% of carbon emissions. The plan needs to have detailed responses in the spirit of the governor's Executive Order No20-04 which also does not meet the IPCC goals. There needs to be around 40% reduction in greenhouse gas emissions in the next four years and a clear transition plan towards zero-emission public transit and support for climate smart vehicles. There needs to be huge reduction in diesel and single occupancy vehicle trips and no new monies for highway/roadway expansions contributing to the climate and respiratory risk issues.	5/17/2020 12:51 PM
20	I am concerned that the MTIP draft will not reduce greenhouse gas emissions by transportation in the regional area. I'm particularly concerned that the expansion of Oregon State Highway 217 will lead to increased emissions. Greater Portland is not making the right level of progress toward advancing its climate priority--it needs to shift the region towards transit and active transportation, and to curb transportation-related emissions.	5/17/2020 11:20 AM
21	This needs to be accelerated. Encouraging more freeway use with the I-5 interchange is not necessarily the right way to go - need congestion pricing and more carpool only lanes.	5/17/2020 11:16 AM
22	Metro should work to transition the entire fleet to all electric as soon as possible, reducing the tailpipe emissions by 100%. Set a bold vision for other metropolitan areas to follow.	5/16/2020 11:29 PM
23	Please keep working on these efforts! I appreciate your Climate Action Plan.	5/16/2020 6:12 PM
24	Too little too late!	5/16/2020 5:42 PM
25	This is not a big enough reduction. Goal should be net zero emissions from transportation by 2030. We need all electric buses, light rail, public car hire, and personal vehicles by 2030. Heavy delivery vehicles my take longer to be all EV because of battery capacity. In this case we need to create incentives and infrastructure for hydrogen fuel cells. We can expand public mass transit by including mid sized vehicles (vans) to help people get from their homes to the main lines and then again to their places of work. The idea of driverless cars, EV or not, must be secondary to public mass transit. In Oregon I would like to see us fund road repair by miles and weight rather than gas tax. The best way to measure share of the wear is weight and miles. We	5/16/2020 5:32 PM

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	need to economically integrate our residential communities so people can be close to their work.	
26	No new projects (Roads, bridges, or expansion of existing roads and bridges) that keep us tied to fossil fuels. Repair and maintain existing infrastructure to keep it safe. All other money should go to post fossil fuel projects.	5/16/2020 4:15 PM
27	Need to take bolder action on climate issues.	5/16/2020 3:20 PM
28	The 2021-2024 MTIP fails to take sufficiently bold action towards reducing the metropolitan area's transportation-related emissions. The MTIP draft will not reduce greenhouse gas emissions by transportation in the regional area. The expansion of Oregon State Highway 217 is very likely to lead to increased emissions through induced demand, and the performance assessment shows increases in greenhouse gas emissions from passenger vehicles and the full fleet, as well as essentially no decrease in trips taken by single-occupancy vehicles. Furthermore, it does not include provisions to ensure that the projects meet the requirements of Governor Brown's Executive Order No. 20-04. The MTIP needs to take significantly bolder action to shift the region towards transit and active transportation, and to curb transportation-related emissions.	5/16/2020 1:32 PM
29	The MTIP does not include provisions to ensure that the projects meet the requirements of Governor's Executive Order No. 20-04. That executive order calls for the development of processes, metrics, and reductions in greenhouse gas emissions to be specified by the Oregon Transportation Commission, Oregon Department of Transportation, Land Conservation and Development Commission, Environmental Quality Commission, and Oregon Department of Energy—due to the Governor by June 30, 2020.	5/16/2020 1:27 PM
30	People need to be encouraged to use climate friendly alternatives. Roads should not be widened to encourage more vehicles=more pollution.	5/16/2020 9:38 AM
31	The 2021-2024 MTIP fails to take sufficiently bold action towards reducing the metropolitan area's transportation-related emissions. The MTIP draft will not reduce greenhouse gas emissions by transportation in the regional area. The performance assessment shows increases in greenhouse gas emissions from passenger vehicles and the full fleet, as well as essentially no decrease in trips taken by single-occupancy vehicles. Furthermore, it does not include provisions to ensure that the projects meet the requirements of Governor Brown's Executive Order No. 20-04. The MTIP needs to take significantly bolder action to shift the region towards transit and active transportation, and to curb transportation-related emissions.	5/16/2020 8:32 AM
32	It seems as if there is far more that could be done	5/16/2020 12:32 AM
33	not clear on this information	5/15/2020 10:41 PM
34	Let's deprioritize single passenger cars	5/15/2020 9:38 PM
35	Unfortunately you can't expand highways and also expect to reduce traffic congestion or GHG emissions. You simply induce further vehicle traffic, adding to the number of cars that are congested, sitting, burning gasoline. We need a much bolder, faster plan to overhaul our transportation system, focused on transit, walking, bicycles, and electric vehicle charging infrastructure (along with careful community planning). Other than maintenance and safety investments, no investment should be made for "traditional" automobile transportation.	5/15/2020 8:21 PM
36	We need to get people out of their cars by making public transportation free for all and get gasoline buses off the road. More electric vehicles.	5/15/2020 7:40 PM
37	Portland fails to take sufficiently bold action towards reducing the metropolitan area's transportation-related emissions. The expansion of Oregon State Highway 217 is very likely to lead to increased emissions, as well as essentially no decrease in trips taken by single-occupancy vehicles. Furthermore, it does not include provisions to ensure that the projects meet the requirements of Governor Brown's Executive Order No. 20-04. The MTIP needs to take significantly bolder action to shift the region towards transit and active transportation and to curb transportation-related emissions.	5/15/2020 6:55 PM
38	We need an all-electric bus fleet now! And dedicated bus lanes, and expanded light rail.	5/15/2020 6:35 PM
39	No, but mostly because of the laws introduced last year that make it harder for older homes to add solar panels to their roofs.	5/15/2020 4:40 PM
40	counting biofuels as energy efficient is fudging. More electric needed	5/15/2020 3:30 PM

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41	Transportation money is focused on roads and expanding freeways. This induces demand and is a serious problem as our contribution to climate change is getting worse and worse in the Portland region, because of all the driving. Meanwhile, transit has been losing ridership over the last decade.	5/15/2020 2:46 PM
42	Address the issue of clogged highways	5/15/2020 1:36 PM
43	...I feel more emphasis on transit and other means of transportation need to be addressed. Even if all cars were electric, they'd still pose a serious environmental issue: traffic. If anything they could least it an increase in people driving because it would no longer have all the "dirty" baggage it has today. In many neighbourhoods streets cannot be widened to accommodate an increase in vehicular traffic without displacing much needed housing along with neighbourhood businesses.	5/15/2020 1:32 PM
44	We have reached the carrying capacity of the atmosphere (urgent climate change), land (for food, habitat), and water (water supply esp as dependent on carrying capacity). Growth is excessive already.	5/15/2020 1:25 PM
45	Absolutely the purchase of diesel buses must not go forward.	5/15/2020 11:38 AM
46	The 2021-2024 MTIP needs to take much bolder action to transportation-related emissions. The MTIP draft will not reduce greenhouse gas emissions by transportation in the regional area. Expanding Oregon State Highway 217 will lead to increased emissions through induced demand. The performance assessment shows projected increases in greenhouse gas emissions from passenger vehicles and the full fleet, and minimal to no decrease in trips taken by single-occupancy vehicles. The current draft does not help Oregon meet the requirements of Governor Brown's Executive Order No. 20-04. The MTIP needs to take MUCH bolder action toward transit and active transportation, to curb transportation-related emissions.	5/15/2020 11:20 AM
47	Need to get off fossil fuels NOW, gas is not a bridge fuel.	5/15/2020 11:17 AM
48	A climate crisis requires a faster, more immediate change	5/15/2020 11:07 AM
49	The 2021-2024 MTIP is failing to take bold action required for us to reduce the metropolitan area's transportation-related emissions. This is critical to a livable future. The MTIP draft will not reduce greenhouse gas emissions by transportation in the regional area. The expansion of Oregon State Highway 217 is very likely to lead to increased emissions through induced demand, and the performance assessment shows increases in greenhouse gas emissions from passenger vehicles and the full fleet, as well as essentially no decrease in trips taken by single-occupancy vehicles. Furthermore, it does not include provisions to ensure that the projects meet the requirements of Governor Brown's Executive Order No. 20-04. The MTIP needs to take significantly bolder action to shift the region towards transit and active transportation, and to curb transportation-related emissions.	5/15/2020 11:04 AM
50	All projects under consideration from 2021 forward should align with provisions outlined in executive order 20-04 with respect to greenhouse gas emissions. Though the state feels it has a mandate to move freeway widening projects through at this time, the only way we will get significant emission reductions in our state is to forcefully move away from the use of single occupancy, gas burning vehicles, and every project funded by taxpayer dollars needs to be able to explain how it will help accomplish this.	5/15/2020 10:37 AM
51	we need to transition to electric buses NOW! if the ridership is to come back there needs to be more shuttle style vehicles with less seats. This will require more drivers so provide more jobs! reassign all worker that fuel the fleet to SANITIZING!	5/15/2020 10:05 AM
52	We are increasing transportation emissions as a region. We need to be doing the opposite. We need to prioritize getting people out of their cars and on transit. We also need to start pricing our roads to end the handouts to cars.	5/15/2020 9:59 AM
53	Portland's approach to climate safety is weak and cowardly. The city needs bold investments and big plans to address this crisis. Preventing needless freeway expansions in the city limits should be #1 on this list.	5/15/2020 9:26 AM
54	Reducing single-rider car use through carpooling, and/or "central-zone" or "downtown-zone" tariffs, is greatly needed to push the Portland area into a post-carbon era.	5/15/2020 9:10 AM
55	Again, we need to reduce the use of motor vehicles. It is nice to switch to better transit vehicles but we need to get cars off the road and replacing them with transit and bicycles.	5/15/2020 9:03 AM

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56	This description is apologetic, and it makes sense that it is. There should be a laundry list of improvements and aggressive changes here. We need to break with precedent. Keep the experience and understanding but change our perspective. There is no reason to increase capacity on our highways. We need to use every incentive to encourage people to make the right decision, and reducing the travel time difference between transit and single-occupant vehicles is effective. Increasing preference for those who use electric vehicles, carpool, or use high efficiency vehicles is another. There are so many other things we could be doing. These are proven and they are not being adequately put to use because of fears of being politically unpopular. You all are sending the planet down the toilet because you're afraid of being teased. s vehicles are imminent and will completely chan	5/15/2020 9:02 AM
57	Need more infrastructure, incentives and safety measures for bicycling and mass transit as well as coordination with businesses to promote more/continued work from home options.	5/15/2020 8:50 AM
58	Reducing greenhouse gas emissions, air pollution and dependence on single-occupancy vehicles and trucks needs to be the number one priority for our future.	5/15/2020 8:44 AM
59	Don't expand the 84 freeway! Studies show freeway expansion does NOT reduce congestion or traffic, it just adds more cars and traffic.	5/15/2020 8:36 AM
60	This plan does not work in coordination with Gov. Brown's executive order 20-04. The Earth must be protected by us with the ferocity of a parent protecting their child. Radical and bold steps to actively reduce our carbon footprint and reverse climate change must be taken now.	5/15/2020 8:36 AM
61	should be reducing green house emissions. need provisions to meet governor's 20-04 executive order	5/15/2020 8:22 AM
62	When climate change is front and center we should not be discussing a \$500 million improvement to move vehicle traffic a little faster. We must speed up our investments in transit and cycling.	5/15/2020 8:22 AM
63	The 2021-2024 MTIP fails to take sufficiently bold action towards reducing the metropolitan area's transportation-related emissions. Furthermore, it does not include provisions to ensure that the projects meet the requirements of Governor Brown's Executive Order No. 20-04. The MTIP needs to take significantly bolder action to shift the region towards transit and active transportation, and to curb transportation-related emissions.	5/15/2020 8:11 AM
64	The MTIP does not include provisions to ensure that the projects meet the requirements of Governor's Executive Order No. 20-04. The expansion of Oregon State Highway 217 is very likely to lead to increased emissions through induced demand, and the performance assessment shows increases in greenhouse gas emissions from passenger vehicles, as well as essentially no decrease in trips taken by single-occupancy vehicles.	5/15/2020 8:09 AM
65	The 2021-2024 MTIP fails to take sufficiently bold action towards reducing the metropolitan area's transportation-related emissions. The MTIP draft will not reduce greenhouse gas emissions by transportation in the regional area. The expansion of Oregon State Highway 217 is very likely to lead to increased emissions through induced demand, and the performance assessment shows increases in greenhouse gas emissions from passenger vehicles and the full fleet, as well as essentially no decrease in trips taken by single-occupancy vehicles. Furthermore, it does not include provisions to ensure that the projects meet the requirements of Governor Brown's Executive Order No. 20-04. The MTIP needs to take significantly bolder action to shift the region towards transit and active transportation, and to curb transportation-related emissions.	5/15/2020 7:46 AM
66	I want to see many streets closed to cars (except home owners to gain access to thei property) so that more people can bike to work and achool. I want to see children able to bike safely to schools and parks city wide. This is the time for bold courageous history making changes. Please don't settle for more of the same. Please.	5/15/2020 7:46 AM
67	The 2021-2024 MTIP fails to take sufficiently bold action towards reducing the metropolitan area's transportation-related emissions. The MTIP draft will not reduce greenhouse gas emissions by transportation in the regional area. The expansion of Oregon State Highway 217 is very likely to lead to increased emissions through induced demand, and the performance assessment shows increases in greenhouse gas emissions from passenger vehicles and the full fleet, as well as essentially no decrease in trips taken by single-occupancy vehicles. Furthermore, it does not include provisions to ensure that the projects meet the requirements of Governor Brown's Executive Order No. 20-04. The MTIP needs to take significantly bolder	5/15/2020 7:42 AM

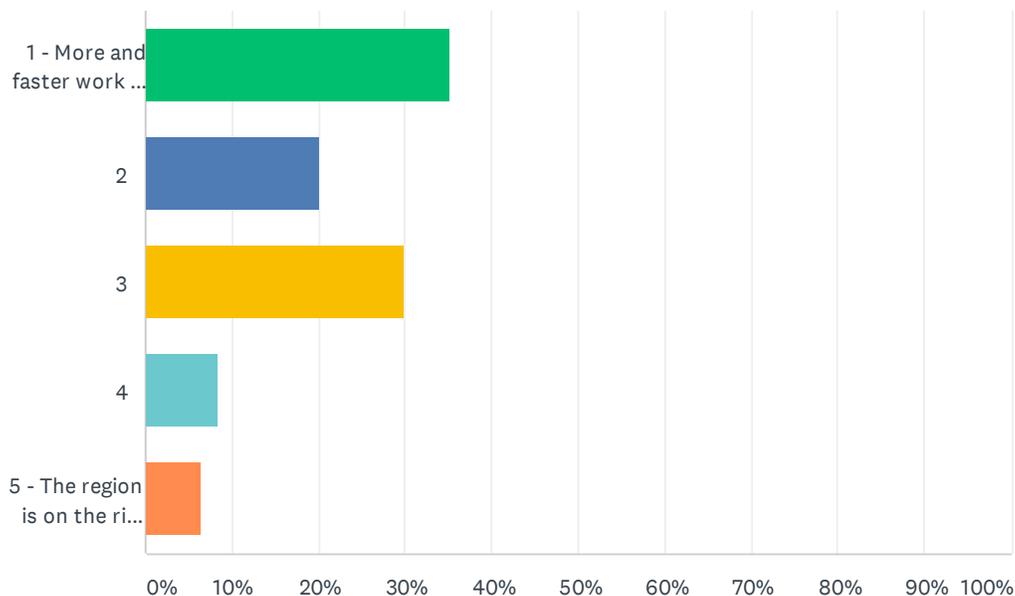
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action to shift the region towards transit and active transportation, and to curb transportation-related emissions.

68	The MTIP should include provisions to ensure projects meet the requirements of Gov. Browns Executive Order No 20-04	5/14/2020 9:06 AM
69	This is the biggest issue our generation has yet to face. I dont think anyone is moving fast enough.	5/13/2020 4:18 PM
70	NO. Portland needs to get to net-zero by 2025. Do more.	5/13/2020 3:53 PM
71	Stop investing in widening highways and adding auxiliary lanes to interstates - these shouldn't even be in the RTP. Focus on density, transit, walkability, and electrify transit, freight, and fleets.	5/12/2020 6:03 PM
72	Tri-met should not be buying new diesel buses.	5/11/2020 2:49 PM
73	I'm not sure what investments have been made in this regard. (Above doesn't describe that well.) Climate justice is transit justice. Increasing ridership should be a huge target.	5/6/2020 1:12 PM
74	Why is Trimet still buying diesel buses? The garbage haulers, under Metro, transitioned to natural gas many years ago.	4/30/2020 6:51 PM
75	We need to be more radical and quick in our transition. We're literally out of time to make this change, and making transit to fully electric vehicles, as well as pushing for electric vehicles for personal use is something we need to do now.	4/28/2020 8:20 PM
76	Tables 3-11 and 3-12 appear to show how weak the MTIP is (and historically been). If the build and no-build and miles traveled numbers prove to be correct, the total amount of driving (alone and shared) will stay essentially flat. Active transportation, except for a very slight uptick for transit will also stay flat. Claiming a 21% reduction in GHG per capita looks wildly optimistic, and it will need to come entirely from technological fixes, which may or may not be available.	4/25/2020 9:46 AM
77	energy efficient buses are great. trying to force everyone into bicycles and trains and scooters is not pragmatic or effective. Maybe make some express trains or bus lines so people might be willing to use them. Dedicated bus stop turn outs. Reducing car traffic jams will also reduce greenhouse emissions	4/23/2020 5:07 PM
78	50 years after the first Earth Day, we still aren't investing enough in policies and technologies that will prevent tremendous damage, including habitat loss, species extinction and human health consequences.	4/23/2020 2:33 PM
79	Let's incorporate significant tree planting in the equation to balance growing urban heat islands which, again, disproportionately affect outer East Portland.	4/22/2020 8:14 AM
80	Why are non-electric buses still being purchased! Need to move to all electric fleet, provide bus only lanes to increase efficiency of system and expand service to attract more customers to mass transit.	4/21/2020 9:03 AM
81	Please do not ignore the data.	4/21/2020 6:20 AM
82	Having sufficient roadways to minimize traffic backups would be better for the air and the economy.	4/20/2020 12:11 PM
83	None of the above; we should be focusing on more traffic capacity.	4/20/2020 11:04 AM
84	Without inclusion of a less option, this is a biased question will produce biased results	4/20/2020 10:54 AM
85	All new buses should be fully electric ASAP.	4/19/2020 10:06 PM

Q8 Reducing traffic congestion Putting a priority on reducing traffic congestion ensures that people and businesses are able to safely, reliably and efficiently reach their destinations by a variety of travel options. The assessment of the 2021-2024 MTIP shows that the region's continued investment in the transportation system will help to manage travel demand. It will also make targeted investments in motor vehicle capacity and reliable travel times. The 2021-2024 MTIP includes projects that are expected to shift nearly 70,000 car trips to walking, bicycling, and using transit. The 2021-2024 MTIP includes \$52 million to improve traffic signal timing, monitor road conditions, and invest in other systems that respond to incidents such as crashes, special events or extreme weather to make travel times more reliable. With 2021-2024 MTIP investments, it is expected to take less time to travel between Beaverton to Tigard, including Washington Square, and between Hillsboro and Tualatin. Do you think the greater Portland region is making the right level of progress toward reducing traffic congestion?

Answered: 154 Skipped: 47



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ANSWER CHOICES	RESPONSES	
1 - More and faster work is needed	35.06%	54
2	20.13%	31
3	29.87%	46
4	8.44%	13
5 - The region is on the right track	6.49%	10
TOTAL	154	

#	RESPONSES	DATE
1	I believe the expansion of Oregon State Highway 217 is very likely to lead to increased demand, and the performance assessment shows essentially no decrease in trips taken by single-occupancy vehicles.	5/20/2020 11:43 AM
2	If we really want to shift that many car trips to walking, bicycling and using transit it requires much bolder steps. I very much appreciate that I have the opportunity to participate in surveys, open houses and council meetings. As much as we need a level of consensus, we can't anymore stop projects or strip them down because someone does not want to lose a parking spot, can't park directly in front of store x (besides people with disabilities), can't drive as fast as they want, does not like a bus, The good news is that many cities in the world (and some are not that far away) are providing many options and ideas that have been successful. We do not need to reinvent the wheel. Just maybe slightly adjust it (that might include the way we have been planning and implementing the projects). Trying is not enough with the world we live in now and the direction the city has taking of continuing to significantly increase the population. Just do it!	5/18/2020 11:41 PM
3	Reducing traffic congestion needs to be done ONLY in ways that do not increase emissions, and ideally reduce emissions, such as the above-mentioned shift of car trips to walking, bicycling and using transit. Widening roads and freeways is not acceptable.	5/18/2020 6:48 PM
4	I do not believe expanding highways will help alleviate congestion, nor will it reduce greenhouse emissions. It will only incur further demand to use single-occupancy vehicles in those areas and push traffic problems into other areas.	5/18/2020 4:07 PM
5	NO. Like I said before adding more highways or bigger roads doesn't actually limit traffic. You could limit traffic by encouraging people to use public transit and creating more bus only lanes.	5/18/2020 3:39 PM
6	Traffic congestion should be addressed by greatly enhanced low cost public transportation and increased electric vehicle subsidies and infrastructure.	5/18/2020 1:58 PM
7	The MTIP freeway expansion is setting the region up for a system increasingly dependent on single-occupancy vehicle travel, which is counter productive to traffic congestion.	5/18/2020 9:46 AM
8	Not with the buidling of the I 94 corridor, which will just encourage more cars driving, which will have more cars on areas not expanded. A Lose-Lose situation	5/18/2020 6:33 AM
9	Add protected left turn signals to traffic lights in Portland ie on SE 60th crossing E Burnside	5/18/2020 5:58 AM
10	The steps described above are all positive. However, I am concerned about proposals I've read about in the news to expand highways--a counter-productive measure that will only encourage more people to drive instead of using transit or other options.	5/17/2020 9:11 PM
11	Too slow, needs to speed up.	5/17/2020 7:57 PM
12	more investment in demand management systems and technologies.	5/17/2020 3:36 PM
13	Any effort without congestion charging and increased access to frequent and rapid transit will not address congestion.	5/17/2020 3:01 PM
14	The goal of shifting from car trips to walking, biking and public transit is great but it needs to be a zero emissions fleet, that is efficient with expanded access and lower costs for low income and other riders. We need to not be investing in more roadways or highways. We need to have bus only lanes for rapid efficient transit to work. We need to have incentives for use of zero emissions public transit and zero emissions vehicles in addition to safer protected access to bike lanes and safer pedestrian options (particularly given the added pandemic concerns).	5/17/2020 12:56 PM
15	As noted before; need congestion pricing, tolling, etc., along with measures to prevent surface street substitution as well as additional reductions in local street speed limits and enforcement.	5/17/2020 11:18 AM
16	Building highways won't reduce congestion, it will make it worse. We should strive to get people into any mode of transportation other than a SOV; busses, trains, bikes, or walking. Consider the Boring Company's tunnel systems as a new alternative. The tunnels wouldn't clutter up the visual appeal of the region and vehicles could travel much faster in tunnels.	5/16/2020 11:32 PM
17	This is such a huge and expensive venture. With so many people moving to the region, we definitely need more alternative transportation options.	5/16/2020 6:13 PM
18	If COVID-19 stay at home orders have taught us anything it is that we do not have to have the	5/16/2020 5:39 PM

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grid lock congestion. Not part of the transit plan to encourage work from home but it's been a real gift. When we look at improving travel time between Metro area locations let's be sure that is mass transit time. We have a good start on light rail but it is slower than driving. I like congestion because it creates an incentive to use mass transit. Let's NOT add new streets and freeways so we can encourage use of mass transit. If it were not for the dangers of pot holes to bicyclists I would suggest not fixing them.

19	Toll the bridges, jack up parking fees, and watch congestion disappear and businesses in Vancouver prosper. Make it hard for us to rely on cars to do everything and easy to walk, bike and take public transport. Stop subsidizing our destruction.	5/16/2020 4:18 PM
20	Need to explore solutions other than building more or bigger roads and highways. See comment re environment.	5/16/2020 3:21 PM
21	I hope that MTIP can use their investments to make more plans that include the improvement and addition of more light rail options. Such as extending a light rail to Bridgeport, more connections between light rail stations, and imposing regulations onto downtown/major companies to provide free public transportation to their employees, and universities/colleges free transportation to their students, faculty, and staff.	5/16/2020 1:54 PM
22	Improve congestion through demand management (congestion pricing, land use), not through additional automobile capacity.	5/16/2020 10:34 AM
23	Roads need to stop being widened. The only way to get people out of cars is to make them want to try alternative transportation because of their wasted time in congestion.	5/16/2020 9:43 AM
24	More important is providing alternatives to car traffic which are less carbon intensive and would lead us all to live healthier lives.	5/16/2020 8:33 AM
25	It is terrible	5/16/2020 12:33 AM
26	It is important to reduce congestion by reducing overall dependence on single occupancy fossil fuel burning vehicles. I do not think creating more space for cars is an effective way to reduce congestion or reduce climate impact.	5/15/2020 9:58 PM
27	Please do not expand highways. This is a false solution that has never worked anywhere to reduce congestion.	5/15/2020 8:22 PM
28	We need to expand public transit to these areas	5/15/2020 7:40 PM
29	Riding transit should be free. Metro should partner with companies to allow their employees to work from home if possible, as much as possible.	5/15/2020 6:57 PM
30	Closing streets to car traffic, creating more, larger, and more protected bike lanes, and making more streets pedestrian friendly will decrease traffic congestion.	5/15/2020 6:35 PM
31	Given that there is so little money to go around I suppose it is doing what it can.	5/15/2020 4:41 PM
32	too much focus on moving cars vs getting folks out of cars	5/15/2020 3:31 PM
33	Expanding freeways does not reduce congestion, it induces demand which creates more congestion. Get people out of their cars with more and better transit and biking facilities.	5/15/2020 2:47 PM
34	I feel it has a ways to go. When I lived just off of SE Division, during the afternoon commute I'd often see cars bumper to bumper in the segment between SE 12th to past SE 39th. The Pearl is another area, particularly NW Lovejoy which goes by several apartment buildings where seniors live.	5/15/2020 1:37 PM
35	More work needs to be done to eliminate the need to travel by helping residents, jobs and services be closer together. Milwaukie Orange line and Clackamas Town Center need connection to relieve Oregon City driving.	5/15/2020 1:27 PM
36	Building out single car infrastructure is NOT the path forward for Portland, Oregon, or the future of the planet	5/15/2020 11:39 AM
37	Reducing traffic congestion is important for both environmental and economic reasons as well as the livability of the city. Efforts to reduce congestion must be made in ways that do not simply increase demand for single-occupancy vehicle trips however, so must be managed carefully.	5/15/2020 11:22 AM
38	More transit. Safer bike paths.	5/15/2020 11:18 AM

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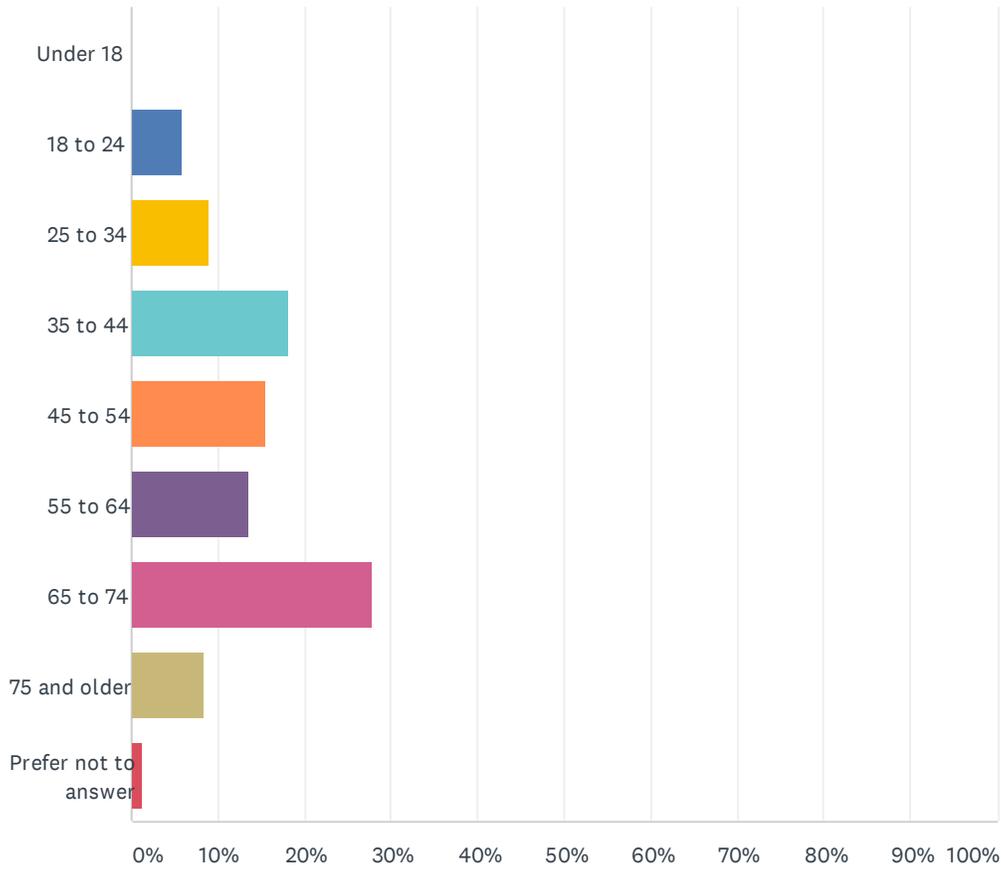
39	Great public transit is critical to reducing traffic.	5/15/2020 11:06 AM
40	With our city growing as it is, we need to put infrastructure into the highways. You've got this crazy portland plan that has invited so many people here and they all have cars! Please, don't forget about people with disabilities-- which there are vast numbers here because of the lack of vitamin d and autoimmune incidence. We HAVE TO DRIVE! My commute to work by bus is over an hour and a half and that's with walking straight up hill in the Hillsdale area.. I CAN NOT DO IT ANYMORE with my autoimmune disease. This city has gone too far and spent way too much money on Trimet and bike lanes and not nearly enough on keeping our streets safe for drivers as well.	5/15/2020 10:52 AM
41	Ultimately, most people choose cars out of convenience, so transportation project investments (all of them) should focus on making alternate modes of transportation more convenient than driving.	5/15/2020 10:40 AM
42	We should be investing in busses right now. We need to get BRT going since it is quick to deploy.	5/15/2020 10:00 AM
43	The focus should be on reducing the number of people traveling in cars, not on making more room for new cars. Public transportation improvements and easier, safer alternatives to car travel are necessary.	5/15/2020 9:27 AM
44	Less congestion means fewer vehicles on the road. Again, you need to get cars off the road and make transit and bicycles the best way to get around. We can't completely remove cars but by making it safer and easier to get around by transit and bicycle we can reduce congestion. Anything else is a pipe dream.	5/15/2020 9:05 AM
45	See previous comments. This is the wrong approach.	5/15/2020 9:02 AM
46	Shifting more/most car trips to walking, biking and other forms of clean energy transit should be the priority.	5/15/2020 8:47 AM
47	Traffic congestion is not a priority as much as public transit	5/15/2020 8:40 AM
48	These improvements are important to consider, but should be a factor and not a priority.	5/15/2020 8:36 AM
49	Traffic is congested in part because the alternatives are not there, such as light rail to Vancouver. We can't build enough capacity for more vehicles, we need other solutions like time-of-day fees.	5/15/2020 8:24 AM
50	need to do more to get people out of cars and into transit. must make driving a car inconvenient and expensive.	5/15/2020 8:23 AM
51	With the largest expenditure on freeway expansion, and a lack of investment in demand-management systems and technologies, the MTIP is setting the region up for a system increasingly dependent on single-occupancy vehicle travel.	5/15/2020 8:12 AM
52	Reduce congestion by reducing number of cars on the road, not by adding more lanes.	5/15/2020 7:47 AM
53	What about free public transit?!	5/15/2020 7:43 AM
54	Widening the I-5 freeway in NE Portland is madness, and environmental racism.	5/13/2020 3:54 PM
55	Congestion wouldn't need to be focused on if the priority was on massively expanding the transit system and supporting non-car-based travel for daily needs. So much more can be done to "reduce traffic congestion" but it's not going to happen by building more and wider roads for cars.	5/12/2020 6:05 PM
56	Focus on increasing the use of mass transit is the only way we will even come close to meeting our carbon reduction goals.	5/11/2020 2:52 PM
57	Need to increase service to all areas to encourage more public transit use, which is then better for the reducing traffic AND the climate	5/7/2020 6:58 AM
58	I don't know.	5/6/2020 1:14 PM
59	We have the 7th worst congestion in the US, but are only the 24th largest metropolitan area. This is evidence that other cities have done a better job than Portland.	4/30/2020 6:53 PM
60	Implement congestion pricing, and invest in upgrading the regional public transportation.	4/30/2020 3:40 PM

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61	If I could list this as unimportant I would. If we increase multi-modal options like transit, biking, and walking then we will see a reduction in traffic congestion.	4/28/2020 8:21 PM
62	As long as we focus on fixing congestion, we'll continue to encourage driving because it will continue to be the safest, most convenient, and pleasant way to travel.	4/25/2020 9:48 AM
63	I hope COVID will hopefully help. Businesses providing people with options of telecommuting over driving everywhere?	4/25/2020 8:45 AM
64	No roads are needed to stop cut through traffic.	4/24/2020 5:05 PM
65	I highly doubt 70K car trips will convert to walks, bikes, max/bus. You've shown no data that is reliable. I don't trust Metro on this. Traffic engineering and road surface material (that doesn't rut every year, leading to hydroplane accidents that increase congestion & emissions) Try partnering with ODOT.	4/23/2020 5:10 PM
66	congestion pricing needs to happen ASAP	4/23/2020 2:34 PM
67	The current pandemic has taught us all we need to know about reducing congestion.	4/21/2020 10:12 PM
68	I think the region can be more aggressive, for example, pushing harder for the Rose Quarter Auxillary Lanes, advancing the MAX tunnel through downtown as an immediate need given the condition of the Steel Bridge and speeding commute times through downtown.	4/21/2020 1:11 PM
69	Bus only lanes are needed to make trips quicker, avoiding congestion cars face, thus increasing ridership.	4/21/2020 9:05 AM
70	We need improved interstates. Bike lanes will not solve the problem.	4/21/2020 6:21 AM
71	There is a proposal to reduce Barbur Blvd.To one lane each direction as part of the Southwest Max project. This is a terrible idea it was seriously aggravate congestion in this area	4/20/2020 8:32 PM
72	The best way to reduce traffic congestion in the greater Portland area is to build a westside bypass from I-5 south of the Portland area up through the area between Hillsboro and Forest Grove and join it with I-5 north of the Vancouver area. This would relieve a TREMENDOUS amount of traffic in Portland, especially the semi-trucks hauling goods from California to Seattle.	4/20/2020 12:17 PM
73	The whole Oregon economy, who will have jobs, who will have cars is now skewed. Might need to rethink your predictions.	4/20/2020 12:00 PM
74	Imagining that you're going to get people to bike in the rain is wishful thinking. Expanded traffic capacity and efficiency investments, such as eliminating traffic signals and stops and replacing them with roundabouts, should be the priority.	4/20/2020 11:05 AM
75	Without inclusion of a less option, this is a biased question will produce biased results	4/20/2020 10:54 AM

Q10 Which of the following ranges includes your age

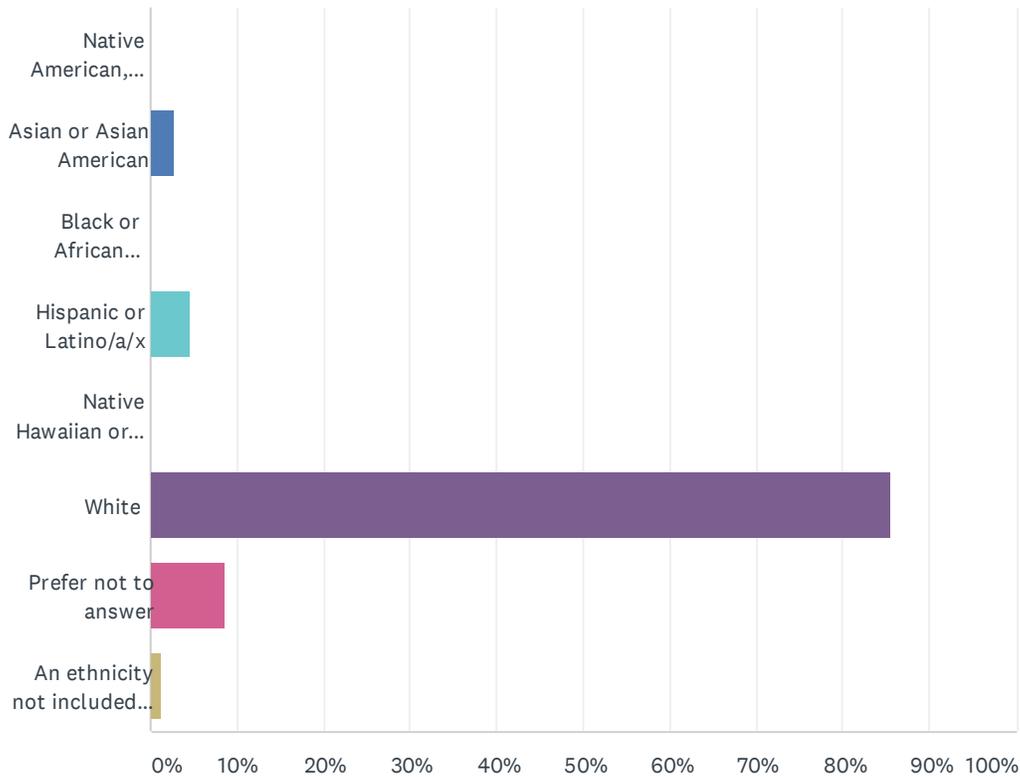
Answered: 154 Skipped: 47



ANSWER CHOICES	RESPONSES
Under 18	0.00% 0
18 to 24	5.84% 9
25 to 34	9.09% 14
35 to 44	18.18% 28
45 to 54	15.58% 24
55 to 64	13.64% 21
65 to 74	27.92% 43
75 and older	8.44% 13
Prefer not to answer	1.30% 2
TOTAL	154

Q11 Within the broad categories below, where would you place your racial or ethnic identity? (Select all that apply)

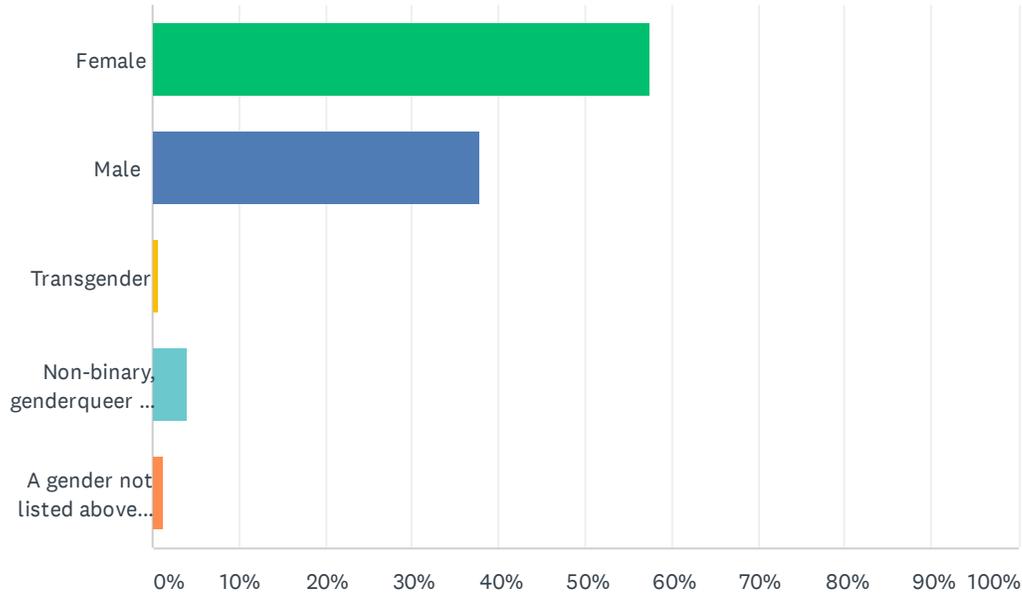
Answered: 152 Skipped: 49



ANSWER CHOICES	RESPONSES	
Native American, American Indian or Alaska Native	0.00%	0
Asian or Asian American	2.63%	4
Black or African American	0.00%	0
Hispanic or Latino/a/x	4.61%	7
Native Hawaiian or other Pacific Islander	0.00%	0
White	85.53%	130
Prefer not to answer	8.55%	13
An ethnicity not included above (please specify)	1.32%	2
Total Respondents: 152		

Q12 How do you identify your gender? (Select all that apply)

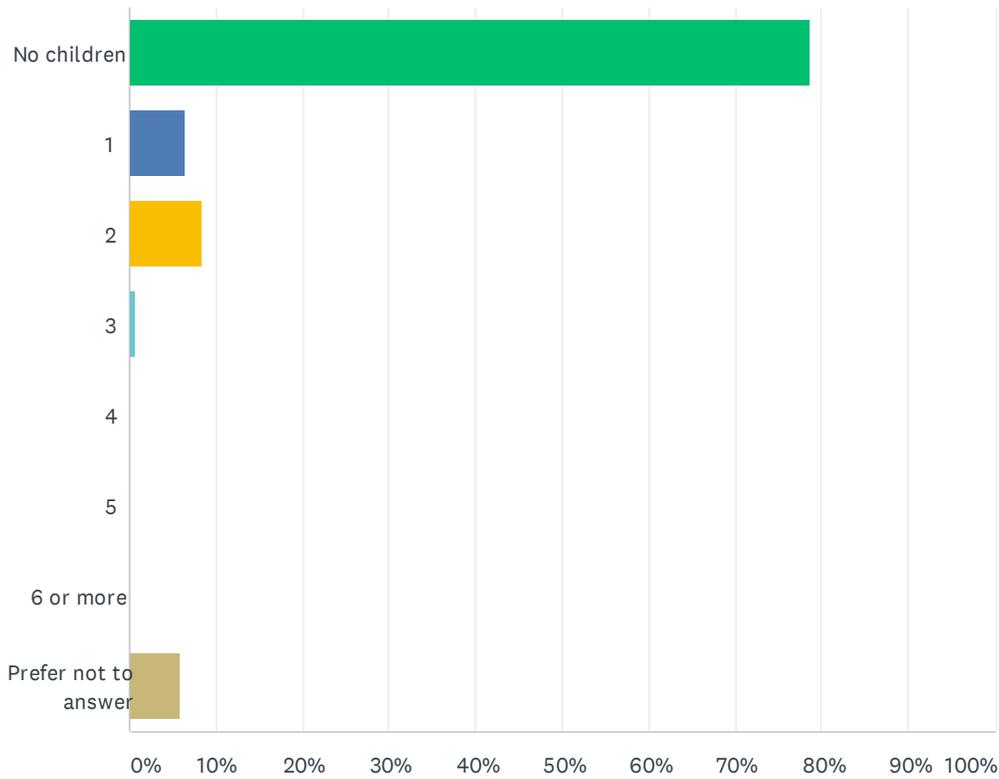
Answered: 148 Skipped: 53



ANSWER CHOICES	RESPONSES	
Female	57.43%	85
Male	37.84%	56
Transgender	0.68%	1
Non-binary, genderqueer or third gender	4.05%	6
A gender not listed above (please describe)	1.35%	2
Total Respondents: 148		

Q13 How many children under the age of 18 live in your household? (Check one)

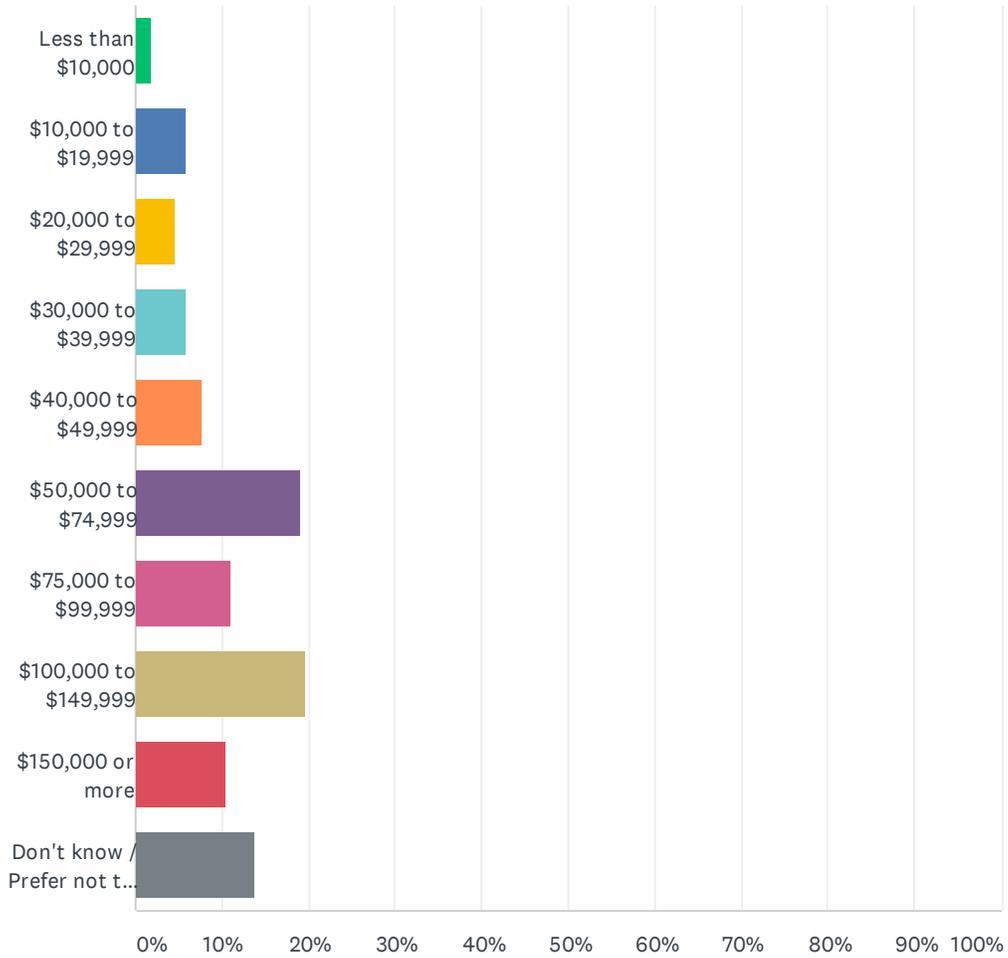
Answered: 154 Skipped: 47



ANSWER CHOICES	RESPONSES	
No children	78.57%	121
1	6.49%	10
2	8.44%	13
3	0.65%	1
4	0.00%	0
5	0.00%	0
6 or more	0.00%	0
Prefer not to answer	5.84%	9
TOTAL		154

Q14 Which of the following best represents the annual income of your household before taxes?

Answered: 153 Skipped: 48

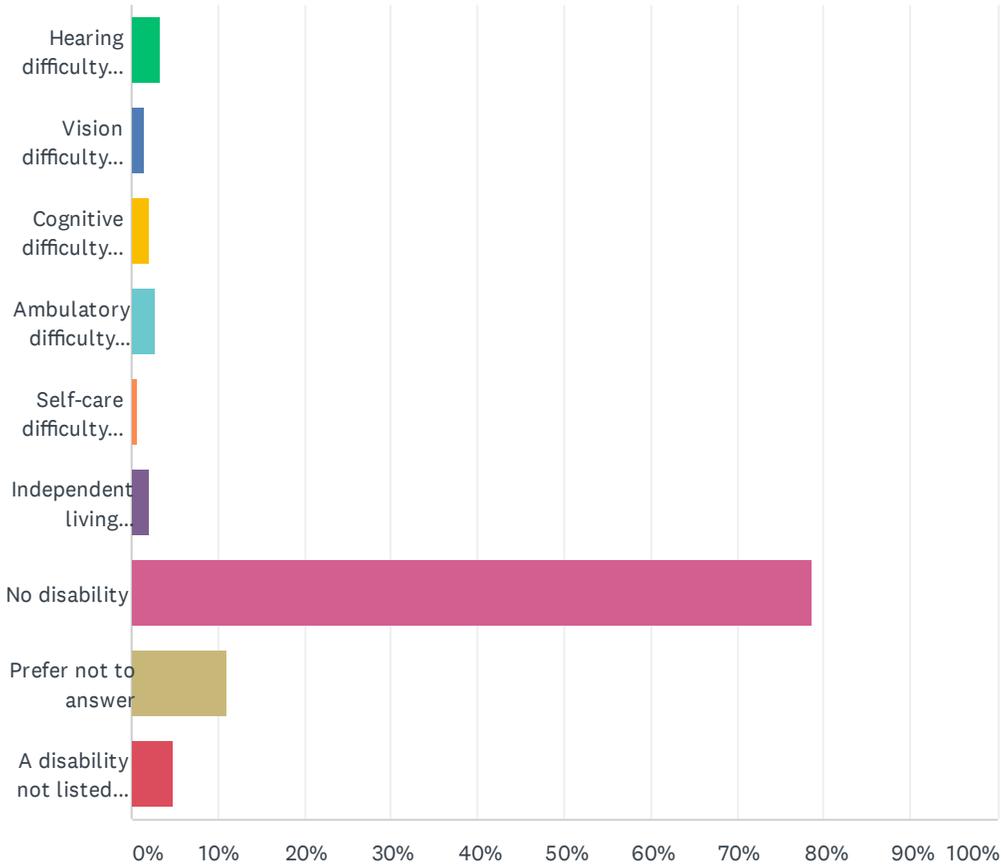


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ANSWER CHOICES	RESPONSES	
Less than \$10,000	1.96%	3
\$10,000 to \$19,999	5.88%	9
\$20,000 to \$29,999	4.58%	7
\$30,000 to \$39,999	5.88%	9
\$40,000 to \$49,999	7.84%	12
\$50,000 to \$74,999	18.95%	29
\$75,000 to \$99,999	11.11%	17
\$100,000 to \$149,999	19.61%	30
\$150,000 or more	10.46%	16
Don't know / Prefer not to answer	13.73%	21
TOTAL		153

Q15 Do you live with a disability? (Select all that apply)

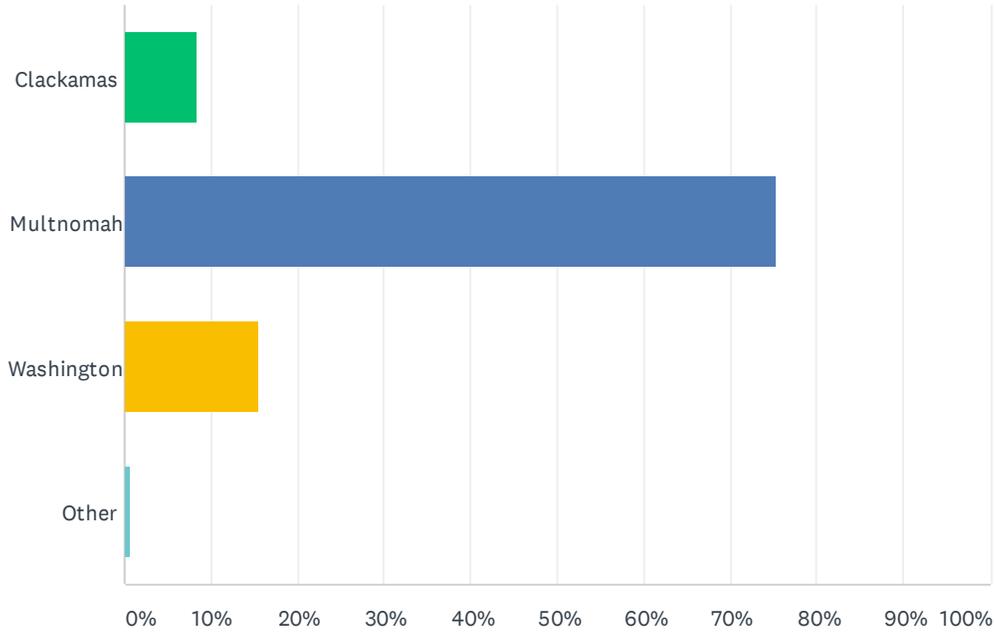
Answered: 145 Skipped: 56



ANSWER CHOICES	RESPONSES	
Hearing difficulty (deaf or have serious difficulty hearing)	3.45%	5
Vision difficulty (blind or have serious difficulty seeing, even when wearing glasses)	1.38%	2
Cognitive difficulty (because of a physical, mental or emotional problem, have difficulty remembering, concentrating or making decisions)	2.07%	3
Ambulatory difficulty (unable to walk or having serious difficulty walking or climbing stairs)	2.76%	4
Self-care difficulty (unable to bathe or dress or having difficulty doing so)	0.69%	1
Independent living difficulty (because of a physical, mental or emotional problem, unable to do errands alone or have difficulty doing so)	2.07%	3
No disability	78.62%	114
Prefer not to answer	11.03%	16
A disability not listed above (please describe)	4.83%	7
Total Respondents: 145		

Q16 In which County do you live?

Answered: 154 Skipped: 47



ANSWER CHOICES	RESPONSES
Clackamas	8.44% 13
Multnomah	75.32% 116
Washington	15.58% 24
Other	0.65% 1
TOTAL	154

Q17 Is there anything else you would like Metro, cities, counties and transit agencies to know as they prepare to implement the projects and programs in the MTIP?

Answered: 88 Skipped: 113