



Consultation and public comment report

2024-27 Metropolitan Transportation Improvement Program

June 2023



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Metro is the federally mandated metropolitan planning organization designated by the governor to develop an overall transportation plan and 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 strives for 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. Together, JPACT and the Metro Council serve as the MPO board for the region in a unique partnership that requires joint action with the Metro Council on all MPO decisions. The Metro Council adopts the recommended action or refers it back to JPACT with a recommendation for amendment.

Project website: 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 through consultations with Tribes and agencies and through an online public comment survey during the comment opportunity from April 5 through May 5, 2023, on the 2024-2027 Metropolitan Transportation Improvement Program.

2024-2027 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 2024 and 2027.

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

During the 2024-2027 MTIP public comment period, Metro conducted consultations with federal, state, regional and resource agencies and with tribal governments to understand areas of interest and concern related to the MTIP.

The consultation process for the 2024-2027 MTIP, was informed by the feedback received as part of the consultation process from the 2021-2024 MTIP and during the scoping phase of the 2023 Regional Transportation Plan (RTP) as well as Metro's new tribal affairs program. The consultation process for the 2024-2027 MTIP differs from previous cycles and continues to evolve. The 2024-2027 MTIP and the 2023 RTP are seeking final adoption in summer and fall 2023, respectively. The consultation processes for these processes were coordinated for both agencies and Tribes.

In the early stages of the 2023 RTP development, Metro offered consultation orientation meetings with resource agencies and tribal governments to discuss the phases of the RTP process. The orientation meetings provided an opportunity to understand the intent and purpose of the RTP as well as how the RTP gets implemented, including the MTIP. A total of 38 invitations were sent to resource agencies and seven invitations to tribal governments

who have traditional homelands and/or resource interests in greater Portland. Group and individual meetings were offered for to Tribes.

Feedback gathered through the consultation orientation meetings helped Metro understand the points in the RTP and MTIP development processes when agencies and tribal governments want to be consulted. Feedback from orientation meetings included requests to provide a longer window of time for comment, particularly for tribal governments, and to distinguish the consultation process from general engagement with the public. Resource agencies and tribal governments also provided feedback on their areas of interest. This input supported Metro staff in conducting a high level assessment to help identify transportation projects and programs with potential impacts on the areas of interest identified.¹

Metro sent consultation invitations requesting formal consultation with agencies and tribal governments on the public review draft of the 2024-2027 MTIP and an initial draft of the 2023 RTP project list and policies. During the public comment period for the 2024-2027 MTIP, Metro staff held three consultation meetings: one with Tribes on April 19, another with Tribes and natural resource agencies on April 20 and a third meeting with federal, state and regional agencies on April 28, 2023. Summaries of the consultation meetings are attached.

In response to the feedback tribal government staff provided at the orientation consultation, Tribes were offered a more flexible consultation schedule. Invitations to tribal governments for consultation were sent in March and early April 2023 with an open invitation to schedule a consultation meeting or to attend one of two times held for consultations with Tribes or a third time held for Tribes and natural resource agencies. Tribes that participated in a consultation in April were also offered a consultation follow up meeting. Tribes were asked to schedule a follow up meeting and/or submit comments on the 2024-27 MTIP no later than May 19, 2023 to ensure they would be included in the 2024-2027 MTIP public comment report. All consultations and communications with tribal governments were in coordination with Metro's tribal liaison. Metro's tribal liaison provided guidance and was integral to developing the tribal consultation processes and responding to comments from Tribes. Metro's approach to consulting with Tribes will continue to evolve in response to the input received from Tribes.

At the consultation meetings with Tribes and resource agencies, Metro staff presented the results of the high level environmental assessment and the draft policies for the 2023 RTP. Feedback received through the consultation with resource agencies are reflected in the following section. Additionally, resource agencies were also encouraged to provide feedback following the consultation upon further review of the assessment.

¹ For the 2023 RTP, the high level assessment also serves as the federally required programmatic environmental assessment for the plan. The 2024-2027 MTIP conducted the high level assessment as part of informing the discussion with resource agencies and tribal governments for the purpose of consultation.

Consultation major themes and responses

Comments received by the Tribes and agencies were primarily focused on the 2023 RTP process with several overarching comments that are relevant to both the MTIP and RTP. There were two questions specific to the 2024-2027 MTIP about the process to determine the projects included as part of the 2024-2027 MTIP public review draft. Metro staff explained the process. See the meeting summaries attached.

Comments by Tribes were about the 2023 RTP. Metro is working with Tribes to create consultation meeting summaries that will be included in the RTP consultation and public comment report.

PUBLIC COMMENT OPPORTUNITY

Public comment on the public review draft of the 2024-2027 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. Print advertisements were placed local newspapers in the following places: Beaverton, Tigard, Tualatin, Portland Tribune, The Asian Reporter and El Latino de Hoy. A copy of the print ad is attached to this report.

RESULTS OF ONLINE SURVEY AND PUBLIC COMMENT

The online comment survey received responses from 18 participants. The survey provided high level information about the 2024-2027 MTIP to allow for community members to comment without needing to read the full document. The survey focused on the MTIP’s performance in advancing the region’s priorities established by the 2018 Regional Transportation Plan (RTP). Those priorities include equity, safety, climate and mobility. The survey is attached to this report with all responses.

This summary includes the results of the survey, including 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 four priority areas – equity, safety, climate change, and mobility – the average ratings ranged from 2 to 2.55 on a scale of 1 to 5. Mobility received the highest average rating of 2.55. These survey responses indicate there is a general dissatisfaction at the pace and level of investment that the region is making to advance equity, safety, climate change, and mobility.

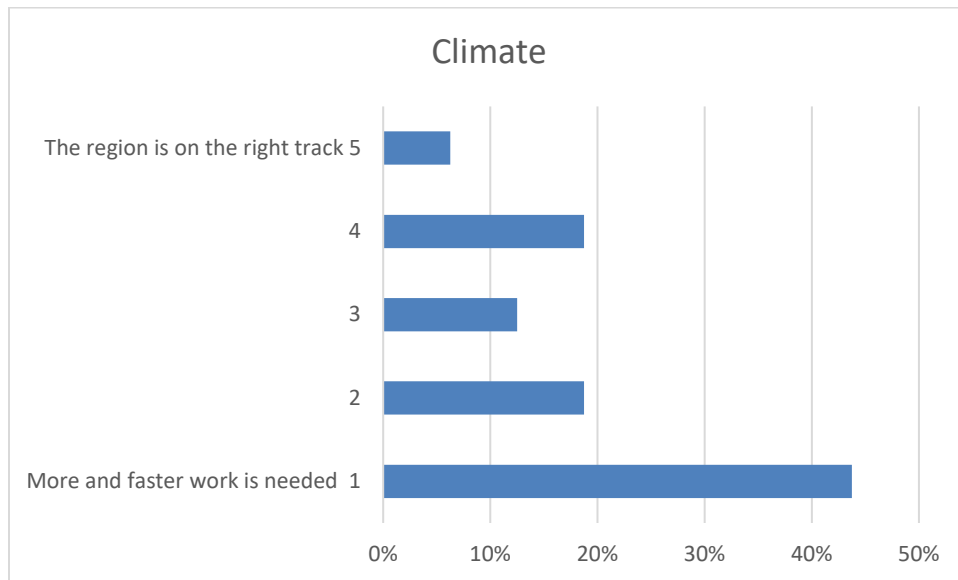
- Survey responses indicate climate is where there is the greatest need for more and faster work. The average rating indicating the region's progress addressing climate change was the lowest of all the ratings and almost half of the respondents selected 1, meaning more and faster work is needed. Some comments suggest the need for more electrification and charging infrastructure, while other comments express skepticism about electric vehicles being the solution to address greenhouse gas emissions from transportation. There were also comments about the need for increased public transportation to reduce trips by driving.
- Safety received the second to lowest average rating, with most respondents selecting a 1 rating. This indicates most survey respondents feel that more and faster work is needed to address safety. Although there were a few respondents who rated progress on safety with 5's. This is a shift from responses to the 2021-24 MTIP public comment responses in which respondents indicated that safety was the area where the region was most on track. Comments related to safety were primarily focused on traffic safety with concerns about speed being the more prevalent comment.
- Survey respondents also indicated more and faster work to advance equity. Comments about equity were primarily focused on the need to improve transit and biking and walking. Some comments referenced transit being unreliable and slow, whereas other comments included concerns about safe walking and biking access. There were comments about the need for more investment in transit.
- Mobility received the highest average rating, although responses indicate more and faster work is needed. Although the mobility goal references all modes of transportation, comments emphasized the need for greater investment in the transit system to make it viable as a mobility option. There were also comments about the need for additional road capacity.

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 2024-2027 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.

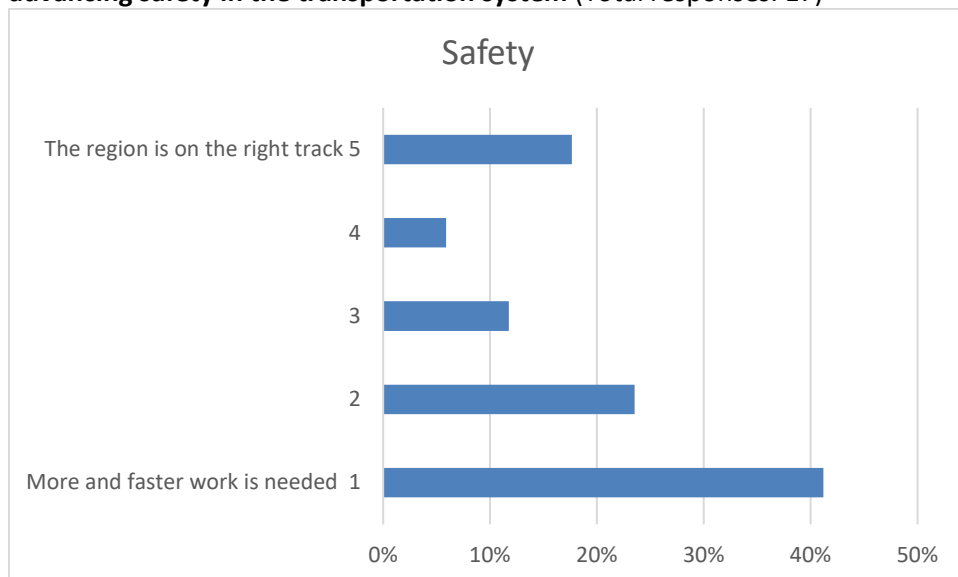
Advancing climate

Figure 1: Do you think greater Portland is making the right level of progress toward advancing its climate priority through transportation investments? (Total responses: 16)



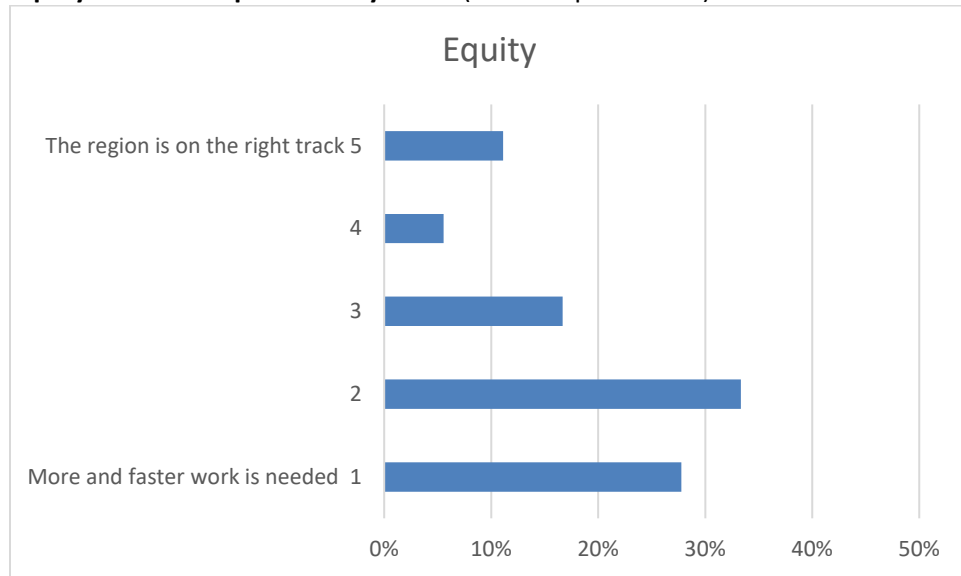
Advancing safety

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: 17)



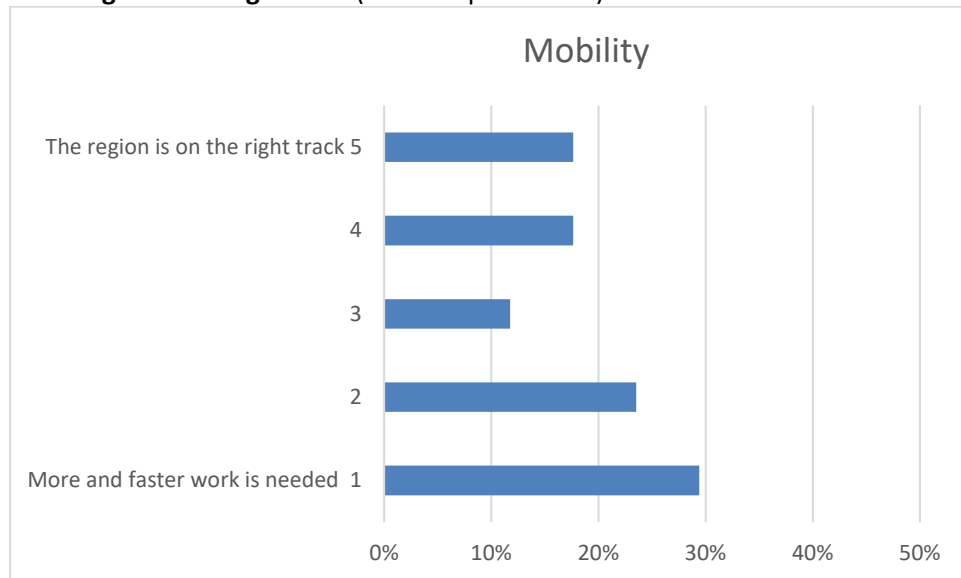
Advancing equity

Figure 3: Do you think greater Portland is making the right level of progress toward advancing equity in the transportation system? (Total responses: 17)



Increasing mobility

Figure 4: Do you think the greater Portland region is making the right level of progress toward reducing traffic congestion? (Total responses: 17)



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. Comments can be categorized into several themes incl Comments are summarized below under these themes. All comments provided through the survey are attached to this report.

Greater investment in the transit system and other multimodal systems are needed.

Regional goals mentioned in comments: equity, climate and mobility

- More investment in public transit is needed to shift people out of single occupancy vehicles; driving is faster and more reliable (3 comments)
- There needs to be more investment in high frequency transit (1 comment)
- There is generally a need for more investment in transit (2 comments)
- Make transit safe, reliable and easy to use (1 comment)
- Planned reduction of transit service will make transit mobility more difficult. (1 comment)
- Secure bike racks and scooter storage need to be part of construction requirements (1 comment)
- Shift resources going toward freeways to other priorities (1 comment)

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

Regional goals mentioned in comments: equity and climate

- Need more investment in road designs and pedestrian and bicycle infrastructure that protect people walking and rolling (5 comments)
- Reduce speeds on roadways (3 comments); enforcement to reduce speeding is needed
- People need to feel safe on public transit (2 comments)

Congestion relief is needed.

Regional goals mentioned: mobility and climate

- Congestion on I-5 and I-217 impede mobility. Freeway connections from the west side are needed. (1 comment)
- Expand vehicle lanes (2 comments)

Address climate change

Regional goals mentioned: climate and mobility

- Invest in infrastructure for electric vehicles (EVs) (2 comments)
- EV's are not going to address climate change alone and have other negative environmental impacts. (3 comments)
- Focus on reducing the number vehicle miles traveled (1 comments)

The climate focused investments and policies are missing the mark. (2 comments)

Regional goals mentioned: climate and mobility

- When traffic lanes are replaced with bus only and bike lanes, it leads to more congestion and emissions (2 comments)
- The requirements related to parking near transit and car design are going too far. (1 comment)

Survey respondent demographics

Participants who participated in the 2024-2027 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: 15 respondents indicated their age. No respondents were younger than 25 years old.

- 25 to 34: 5 respondents
- 35 to 44: 3 respondents
- 45 to 54: 3 respondents
- 65 to 74: 3 respondents
- 75 and older: 1 respondent

Race and ethnicity: 14 respondents provided race and ethnicity information. Respondents could choose multiple ethnicities, as applicable.

3 respondents included American Indian/Native American or Alaskan Native in their identity; 2 respondents included Asian or Asian American in their identity; 10 include White in their identity; 3 respondents selected prefer not to answer.

Gender: Respondents provided their gender; there were 13 responses.

- Woman: 6 respondents
- Man: 5 respondents
- Genderqueer or third Gender: 2 respondents

Household annual income before taxes: There were 17 responses.

- \$50,000 to \$74,999: 5 respondents

- \$75,000 to \$149,999: 4 responses
- \$100,000 or more: 4 responses
- Don't know / Prefer not to answer: 4 respondents

Living with a disability: Respondents were asked if they identify as a person with a disability (including but not limited to vision; hearing; speech; mobility; cognitive; and invisible disabilities)? About one-third of respondents (6) indicated that they have a disability.

County of residence: Respondents were asked to select the County where they live. There were 17 responses.

- Clackamas: 0 responses
- Multnomah: 9 responses
- Washington: 8 responses

RESPONSES TO PUBLIC COMMENT

Many of the public comments request certain regional goals be addressed more quickly and with more investment. Some comments suggest the goals should be addressed through different strategies. 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.

Metro developed responses to key themes in the public comments. Below are the responses organized by themes.

Theme: Greater investment is needed in the active transportation and transit systems to support outcomes related to equity, safety, climate change, and mobility

Response: The 2024-2027 MTIP includes \$1.3 billion in transportation investments. Of that, more than \$635 million is for maintenance and preservation of the existing transportation system. Of the remaining \$687 million that is not dedicated to maintenance and preservation, a little more than \$191 million is invested in active transportation. In the 2024-2027 MTIP, \$678 million is dedicated to investments in the transit system. Of that, \$532 million goes towards maintenance and preservation of the transit system, which includes repairing the light rail tracks and replacing aging buses. The maintenance and preservation of the existing transit system is critical to the success of transit in the region, and ultimately, to expanding transit service.

A long standing aspirational policy goal in the Regional Transportation Plan (RTP) is to triple walking, bicycling, and transit use from levels observed in 2010. Investments in the 2024-2027 MTIP demonstrate that the Portland region is making progress towards completing the regional active transportation and transit systems. However, the public survey responses indicate a desire by members of the public to see more and faster progress on this goal.

The feedback provided through the public comment survey of the 2024-2027 MTIP will be conveyed as part of the development of the 2028-2030 Regional Flexible Fund program direction. Additionally, the information will be conveyed to MTIP partners – ODOT, SMART, and TriMet – to help inform their allocation processes and development of the program of projects.

Theme: The region is not doing enough to reduce greenhouse gas (GHG) emissions from transportation.

Response: In 2014 the Portland region adopted the Climate Smart Strategy, which outlined nine key strategies for the region to reach State mandated goals to reduce GHG emissions by at least 20 percent by 2035. Since the adoption of Climate Smart, the region has made progress towards the implementation of several of those strategies, but also saw setbacks from the impacts of the pandemic. With more frequent severe weather events, the repercussions of climate change have already arrived. The region continues to work in partnership to implement the Climate Smart Strategy, including investing in technologies that manage demand on the existing system, completing the walking and biking network, and building out the transit system. All of these types of investments are reflected in the 2024-2027 MTIP.

In Metro’s review of individual comments and the emerging themes, Metro staff did not identify any comment to affect the programming of projects listed as part of the 2024-2027 MTIP. The comments are informative for future opportunities. This includes in the development of the 2027-2030 MTIP. As a result, adjustments to the proposed programming of transportation investments were not recommended.²

Some project specific or facility specific comments were also received through the open ended comments. These comments were sent to staff at the jurisdiction that owns the facility or will deliver the project. Of the project-specific comments received, Metro staff did not believe agency responses were necessary and responses could be addressed more broadly among the public comment themes.

² Technical corrections to programming, as requested by ODOT were adjusted and reflected in the adoption draft of the 2024-2027 MTIP. These technical corrections were reviewed and vetted to determine whether they were appropriate for the adoption draft or should wait for the transition amendment in fall 2023.

ATTACHMENT A: CONSULTATION – CONTACTS INVITATION LIST

Tribes
Confederated Tribes of Grand Ronde
Confederated Tribes of Warm Springs
Confederated Tribes of the Umatilla Indian Reservation
Confederated Tribes and Bands of the Yakama Nation
Nez Perce Tribe
Cowlitz Indian Tribe
Resource agencies
Metro Parks and Nature
Portland Bureau of Environmental Services
Clackamas County Water Environment Services
Oregon Department of Agriculture
Oregon Water Resources Department
Oregon Watershed Enhancement Board
Oregon Department of State Lands
Oregon Department of Fish and Wildlife
Oregon Department of Forestry
United States Environmental Protection Agency
United States Fish and Wildlife Service
United States Forest Service
United States Bureau of Land Management
National Marine Fisheries Service (NOAA)
National Park Service (Pacific West Region)
Clean Water Services
Federal, state and regional agencies
Bonneville Power Administration
Federal Aviation Administration
Federal Highway Administration
Federal Railroad Administration
Federal Transit Administration
United States Army Corps of Engineers
United States Department of Labor
United States Department of Veterans Affairs
United States Coast Guard
Oregon Bureau of Labor and Industries
Oregon Department of Energy
Oregon Department of Environmental Quality
Oregon Department of Land Conservation and Development
Oregon Department of Transportation
Oregon Department of Veterans Affairs
Oregon Department of Veterans Affairs
Oregon Parks and Recreation Department
Oregon State Historic Preservation Office
Port of Portland

Port of Vancouver
TriMet
South Metro Area Regional Transit (SMART)
C-TRAN
Southwest Washington Regional Transportation Council (RTC)

ATTACHMENT B: SAMPLE CONSULTATION INVITATION LETTER

Subject: Request for Consultation on 2023 Regional Transportation Plan
Consultation Meeting: April 27 from 3:00 to 5:00 pm

Dear Director Feldon,

Metro is approaching milestones on two of the greater Portland region's federally required transportation planning documents, the [2023 Regional Transportation Plan \(RTP\)](#) and the [draft 2024-2027 Metropolitan Transportation Improvement Program \(MTIP\)](#). The public comment period for the 2024 -2027 MTIP opens on April 5, 2023. Concurrently staff are evaluating the draft 2023 RTP project list and updating the plan's guiding policies. **I would like to invite The Oregon Department of Environmental Quality to consult with Metro on the 2024-2027 MTIP and 2023 RTP** in accordance with [23 CFR 450.316\(b\)](#) and [23 CFR 450.324\(f\)\(10\)](#).

This winter Metro called for transportation agencies to submit draft project lists for the RTP that respond to updated regional goals and federal, state, and regional policies. Metro staff are now evaluating the projects to inform the refined project list that will be included in the public review draft of the 2023 RTP this July. The MTIP implements the RTP by tracking how all federal transportation funds are anticipated to be spent over the next four federal fiscal years. The projects identified in the 2024-2027 MTIP are included in the Regional Transportation Plan.

As part of this consultation opportunity, Metro will host a meeting to provide an overview of the draft 2023 RTP project list. Staff will be available to address questions or concerns that you may have about the 2023 RTP or the 2024-2027 MTIP. Metro will also host several additional meetings to ensure opportunity for natural resource agencies and Native American Tribes to consult on the RTP draft project list and MTIP.

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 is charged with periodically updating the RTP and the MTIP. The RTP is the blueprint that guides investments in all forms of travel throughout the region—driving, taking transit, biking and walking—and the movement of goods and services. The Metro Council shares decision-making authority for this responsibility with the Joint Policy Advisory Committee on Transportation

(JPACT). The 2023 Regional Transportation Plan is expected to be finalized and acted on by JPACT and the Metro Council in November 2023.

Please join us virtually on Thursday, April 27, 2023, 3:00 to 5:00 p.m.

We would appreciate it if you or your staff could **RSVP by April 13 to Shannon Stock at Shannon.Stock@oregonmetro.gov**. We will send an agenda and materials for your review in advance of the meeting.

Join Zoom Meeting

<https://us02web.zoom.us/j/84180630556?pwd=VzIvaGdQOHpyb1pEdVMYTGlJbikyUT09>

Meeting ID: 841 8063 0556

Passcode: 515769

888 475 4499 US Toll-free

If you are not able to attend the meeting, I welcome you to submit written comments on both the MTIP and RTP. Please submit your comments to Molly Cooney-Mesker (molly.cooney-mesker@oregonmetro.gov) by May 5, 2023.

Sincerely,

Margi Bradway

she/her/hers

Deputy Director

Metro Planning, Development, and Research

cc: [Kim Ellis](#), Regional Transportation Plan project manager

[Clifford Higgins](#), Communications manager

[Molly Cooney-Mesker](#), Community engagement specialist

[Grace Cho](#), Senior Transportation Planner

ATTACHMENT C: CONSULTATION MEETING AGENDAS

Agenda



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Meeting: 2023 Regional Transportation Plan (RTP) and 2024-27 Metropolitan Transportation Improvement Program (MTIP) Consultation with Tribes and Resource Agencies

Date: Wednesday April 20, 2023

Time: 3:00 to 5:00 p.m.

Place: [Connect with Zoom](#)
Meeting ID: 890 0646 7337
Passcode: 428318

Purpose: Update on the 2023 Regional RTP and 2024-27 MTIP processes and RTP environmental assessment

Outcome(s): Shared understanding of the RTP and MTIP processes and feedback on the 2023 RTP and 2024-27 MTIP

2:00 p.m.	Welcome, purpose and introductions <i>Purpose of the consultation</i>	Molly Cooney-Mesker, Engagement Specialist
2:15 p.m.	Overview of RTP and MTIP processes <i>What are they and why are they important</i> <ul style="list-style-type: none">• Overview• Process updates• Key decision and engagement points	Kim Ellis, RTP Project Manager
2:30 p.m.	2023 RTP draft environmental assessment <i>What we heard in early 2023 RTP consultations and draft environmental analysis</i> <ul style="list-style-type: none">• RTP design and green infrastructure policies• Updated approach to environmental analysis<ul style="list-style-type: none">◦ Environmental resources/mitigation areas of interest◦ Data• Potential mitigation activities• Proposed mapping	Lake McTighe Principal Planner
2:45 p.m.	Discussion questions <ul style="list-style-type: none">• Do you have comments or questions about the RTP and/or MTIP processes?• Do you have comments or questions about the RTP design policies?• Does the updated environmental assessment approach reflect your Tribe or agency's natural and cultural resource and environmental concerns?• What activities (policies, programs, strategies, or projects) might have the greatest potential to restore and maintain the environmental functions affected by the RTP?• Do you have questions or comments about the proposed RTP environmental assessment maps?	
4:55 p.m.	Thank you and next steps	Molly Cooney-Mesker

Reference materials:

The following materials are attached to the meeting appointment or linked below.

- **2023 RTP update Factsheet** (*attached*): This fact sheet provides an overview of the update of the Regional Transportation Plan.
- **Draft 2023 Regional Transportation Plan, Chapter 3** (*link: [2023-RTP-DRAFT-Ch-3-Track-changes-April-11-2023.pdf](#)*): System Policies to Achieve Our Vision is attached for your reference. This document was not included in the invitation. This draft chapter presents policies that support implementation of the vision, goals and objectives for the regional transportation system.
- **Draft 2023 RTP Project List Overview** (*attached*): This document was not included in the invitation. This document provides summarizes the 2023 RTP draft project list, as well as draft results from the high-level assessment of how projects advance regional goals.
- **Memo: VisionEval Modeling for Target Rule Compliance in the 2023 RTP** (*attached*): This document was not included in the invitation. This memo summarizes recent VisionEval model development activity and potential approaches to revising key inputs for the Target Rule analysis to ensure that inputs align with state and regional policies included in the 2023 RTP. Certain Target Rule policies, such as pricing, have been identified as challenging to reconcile between the state-led actions identified in the [Statewide Transportation Strategy \(STS\)](#) and what the region can support in the RTP.
- **[Public comment Draft 2024-2027 Metropolitan Transportation Improvement Program \(MTIP\)](#)**: The MTIP includes a list of transportation projects and programs that are scheduled to receive federal transportation money from 2024 to 2027, demonstrates how the planned projects advance regional priorities and evaluates how the projects comply with federal regulations.

Agenda



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Meeting: 2023 Regional Transportation Plan (RTP) and 2024-27 Metropolitan Transportation Improvement Program (MTIP) Consultation

Date: Thursday April 27, 2023

Time: 3:00 to 5:00 p.m.

Place: [Connect with Zoom](#)
Meeting ID: 853 8652 2592
Passcode: 218375

Purpose: Update on the 2023 Regional RTP and 2024-27 MTIP processes

Outcome(s): Shared understanding of the RTP and MTIP processes and feedback on the 2023 RTP and 2024-27 MTIP

3:00 p.m.	Welcome, purpose and introductions <i>Purpose of the consultation</i>	Tom Kloster, Regional Planning Manager
3:15 p.m.	Overview of RTP and MTIP updates <i>What are they and why are they important</i> <ul style="list-style-type: none">• Overview• Process updates• Key decision and engagement points	Molly Cooney-Mesker, Engagement Specialist
3:30 p.m.	2023 RTP update <i>Draft goals, policies, project list, evaluation process and engagement activities</i> <ul style="list-style-type: none">• Draft project list• Updated goals and policies• RTP evaluation process<ul style="list-style-type: none">○ High level project list assessment findings○ Environmental assessment update○ System analysis update, including climate• Early input from community engagement	Kim Ellis, RTP Project Manager
3:50 p.m.	Discussion questions <ul style="list-style-type: none">• Do you have comments or questions about the RTP and/or MTIP processes?• Are the proposed RTP goals and policies aligned with recent state rulemaking and policy development on climate, equity and pricing?• Does the draft RTP project list align with recent state policies and goals for climate, equity and pricing?• Are there other policymaking, planning, or statewide rulemaking that the RTP or MTIP should be aligning with?• Do you have comments or suggestions for how the RTP and climate analysis accounts for Statewide Transportation Strategy state-led pricing related actions – particularly pay-as-you-drive insurance, social and environmental costs of carbon, arterial congestion charges and road user fees?• Are there other areas of coordination or topics that need further discussion?	
4:55 p.m.	Thank you and next steps	Tom Kloster

Reference materials:

The following materials are attached to the meeting appointment or linked below.

- 2023 RTP update Factsheet (*attached*): This fact sheet provides an overview of the update of the Regional Transportation Plan
- 2023 Regional Transportation Plan- Draft Appendix F: Environmental Assessment and Mitigation Activities (*attached*): This document summarizes the methods and data used to conduct a system-level environmental analysis of the 2023 Regional Transportation Plan (RTP) [draft project list](#), identifies additional natural resource data of potential interest and identifies potential environmental mitigation strategies.
- 2023 Regional Transportation Plan-Draft Environmental Assessment output (*attached*): This includes a summary of findings from the environmental analysis of draft project list.
- Draft 2023 Regional Transportation Plan, Chapter 3 (*attached*): System Policies to Achieve Our Vision is attached for your reference. This document was not included in the invitation. This draft chapter presents policies that support implementation of the vision, goals and objectives for the regional transportation system, including green infrastructure policies.
- [Public comment Draft 2024-2027 Metropolitan Transportation Improvement Program \(MTIP\)](#): The MTIP includes a list of transportation projects and programs that are scheduled to receive federal transportation money from 2024 to 2027, demonstrates how the planned projects advance regional priorities and evaluates how the projects comply with federal regulations.

ATTACHMENT E: CONSULTATION MEETING SUMMARIES



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Meeting summary

Meeting: Consultation with Tribes and Resource Agencies on the 2023 Regional Transportation Plan and 2024-27 Metropolitan Transportation Improvement Program

Date/time: Wednesday, April 20, 2023

Location: Virtual via Zoom

Agency representatives:

Susan Sturges, NEPA Reviewer, Transportation Sector Lead, U.S. Environmental Protection Agency (EPA) Region 10, Policy and Environmental Review Branch

* This meeting also included a representative from a Tribe. The comments from the Tribe's staff are summarized in a separate document.

Metro staff in attendance:

Grace Cho, Senior Transportation Planner, MTIP

Molly Cooney-Mesker, Communications Specialist

Tom Kloster, Planning Manager, RTP

Katie McDonald, Tribal Liaison

Lake McTighe, Principal Planner, RTP

Shannon Stock, RTP Program Assistant

Welcome, purpose and introductions

Molly Cooney-Mesker and Katie McDonald outlined the purpose of consultation meeting, including sharing information and discussing and receiving feedback about the 2023 Regional Transportation Plan (RTP), the RTP draft environmental assessment in Appendix F and the 2024-27 Metropolitan Transportation Improvement Program (MTIP). Metro is at key phases in both the RTP and the MTIP.

Overview of RTP and MTIP updates ([Link to recording of the presentation](#))

Molly Cooney-Mesker gave an overview of the update of the 2023 Regional Transportation Plan (RTP) and the draft 2024-27 the Metropolitan Transportation Improvement Program (MTIP). The RTP is updated every five years and is the blueprint that guides investments in all forms of travel throughout the region and the movement of goods and services. The 2023 RTP process established an updated vision and goals to guide investments in the region's transportation system through 2045. The MTIP implements the RTP by tracking the anticipated spending of

Federal funding on regionally significant transportation projects over the next four federal fiscal years.

Overview of RTP Chapter 3 environmental policies and environmental assessment

Lake McTighe shared a PowerPoint presentation about the draft RTP policies that guide natural resource and environmental protection and introduced the draft environmental assessment.

Resource Agency comments

Susan Sturges, EPA, asked for clarification about what is required in the RTP environmental analysis and what is not. Metro staff noted that Metro is not required to provide a NEPA analysis for the RTP.

Susan Sturges, EPA, suggested adding a summary of the 2040 Growth Concept to Appendix F, or a link to additional information. She also suggested reviewing the land use section of the policy chapter (Chapter 3) for updates. She commented that some of the recommendations and suggestions seem outdated, such as the recommendation in the first table. Metro staff noted this could be done.

Next steps

Metro staff provided a timeline for additional comments on the RTP, MTIP and RTP Environmental Assessment.

- May 4, 2023 – Provide any additional questions or comments to Metro staff
- May 5, 2023 – Public comment period for 2024-27 MTIP closes. Metro to finalize and create adoption draft. Final deadline for submitting comments on the 2024-2027 MTIP is May 18.
- June or July 2023 – Staff will request JPACT approval Metro Council adoption of 2024-27 MTIP
- July 10 – August 25, 2023 – The Draft 2023 Regional Transportation will be available for public comment.
- Nov. 30, 2023 – Metro Council considers final action on the 2023 Regional Transportation Plan

Since this consultation meeting the EPA and the City Portland's Bureau of Environmental Services have submitted comments on the 2023 RTP Draft Environmental Assessment (Appendix F). The City of Portland was not able to attend the consultation meeting but received the invitation and materials. The substantive comments provided by these two agencies and Metro staff responses are attached.

The Tribes and agencies will receive revised versions of the 2023 RTP Draft Environmental Assessment during the public comment period for the 2023 RTP in July 2023.

Meeting summary



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Meeting: 2023 RTP and 2024-27 MTIP Consultation with State and Federal Agencies

Date/time: Thursday, April 27, 2023

Location: Virtual via Zoom

Agency representatives:

Ted Wenk, Oregon Bureau of Labor and Industries (BOLI)

Cody Meyer, Department of Land Conversation and Development (DLCD)

Kelly Reid, DLCD

Nathaniel Price, FEderal Highway Administration (FHWA)

Danielle Casey, Federal Transit Administration

Ali Mirzakhali, Department of Environmental Quality (DEQ)

Gerik Kransky, DEQ

Michael Orman, DEQ

Michael Freels, Oregon Department of Energy (ODOE)

Glen Bolen, Oregon Department of Transportation (ODOT), Region 1

Chris Ford, ODOT, Region 1

Erik Having, ODOT,

Dwight Brashear, SMART Transit

Kelsey Lewis, SMART Transit

Lynda David, Southwest Washington Regional Transportation Council (RTC)

Alan Lehto, TriMet

Tara O'Brien, TriMet

Metro staff in attendance:

Grace Cho, Senior Transportation Planner, MTIP

Molly Cooney-Mesker, Engagement Specialist

Kim Ellis, Principal Transportation Planner, RTP Project Manager

Tom Kloster, Planning Manager, RTP

Ted Leybold, Planning Manager, MTIP

Lake McTighe, Principal Transportation Planner, RTP

Shannon Stock, RTP Program Assistant

Welcome, purpose and introductions

Tom Kloster welcomed agency partners and outlined the purpose of consultation, including developing a shared understanding of the RTP and MTIP processes and receiving feedback on the 2023 Regional Transportation Plan (RTP) and 2024-27 Metropolitan Transportation Improvement Program (MTIP)

Overview of RTP and MTIP updates

Molly Cooney-Mesker provided an overview of the update of the 2023 RTP and the draft 2024-27 MTIP. The RTP is updated every five years and is the blueprint that guides investments in all forms of travel throughout the region and the movement of goods and services. The 2023 RTP process

established an updated vision and goals to guide investments in the region's transportation system through 2045. The MTIP implements the RTP by tracking anticipated spending of regionally significant transportation projects over the next four federal fiscal years.

2023 RTP update - Presentation

Kim Ellis shared a PowerPoint presentation that summarized the process for the 2023 RTP update, the draft policy framework and a summary of the draft project list. Kim also provided an overview of the draft findings from the high-level project assessment and system analysis results.

Summary of discussion topics

Ali Mirzakhilili, DEQ, asked a question regarding how many significant projects are in the draft 2024-27 MTIP.

Metro staff noted regionally significant projects that are included in the MTIP. Staff explained the MTIP has 130 projects, but at this time the 2024-27 MTIP does not include any of the major projects covered in the media frequently, such as I-5 Rose Quarter or Interstate Bridge. The greater Portland region completes its obligations for its last maintenance plan in 2017, and is no longer mandated to conduct an air quality conformity analysis. As a result, air quality conformity is not a focus of the 2024-27 MTIP evaluation work. However, Metro does conduct a performance evaluation of the MTIP investment profile. Around half of the projects in the MTIP are maintenance and preservation projects and generally the activity is located within an existing footprint. The remaining capital projects included in the MTIP are smaller scale projects that work towards serving community needs. These smaller projects, because of their scale, don't result in big changes in advancing the larger regional goals as shown by the performance evaluation.

Tara O'Brien, TriMet raised a question relating to "A Better Red" and how it is accounted for in the MTIP. Grace Cho responded with context relating to A Better Red, "noting because A Better Red has obligated its last funding payment from FTA and opening date in 2024, it is not necessary to include in the 2024-27 MTIP. But it was noted the performance improvements would have counted as part of the 2021-24 MTIP performance evaluation. The MTIP serves as a monitoring and implementation tool.

Chris Ford from ODOT Region 1 commented about the 2023 RTP update. He requested that Metro and ODOT work together on the language related to auxiliary lanes in the draft RTP policy chapter to ensure that there is one consistent policy that applies everywhere. He noted some conclusions are not in line with national best practices. He expressed support for aligning the RTP policies with the Climate-Friendly and Equitable Communities (CFEC) rules but noted it should not go beyond what was adopted in the rules. He also noted that some early RTP policy language related to pricing has been challenging. Erik Havig, ODOT Headquarters, noted the RTP policies on pricing and mobility are pretty close and that the Oregon Transportation Plan is supportive of all the RTP goal areas. He noted that while the basics are there, ODOT does have some concerns with the draft auxiliary lane language.

DEQ representative, Ali Mirzakhilili raised the draft RTP climate and resilience policies for discussion. He noted climate resilience and earthquake preparedness are two very different policy areas and asked whether there is an opportunity to split the two policy areas. He explained they are addressing two different things - one is natural occurrence the other is human-caused. In addition, having earthquake

preparedness as the focus of climate resilience is a limited view. Resilience should include the concept of reducing the impact of climate change on people and infrastructure. He further explained that it is difficult to see how connecting the two policy areas drives the investment.

Metro staff agreed that this is a challenge. Kim Ellis, Metro, replied that resilience in the RTP does include more than earthquake resilience and commented that reducing impacts of climate change on people, particularly marginalized communities has been a focus of discussions. She acknowledged Metro has more work to do to further develop the resilience policies to address that. She acknowledged the important policy work happening at the state level on this topic, and noted there has been limited time to have those conversations during this RTP process. As a result, the RTP will identify the need to address resilience as future work. Earthquake and emergency preparedness have been a focus, in part due to the Phase 1 of the Regional Emergency Transportation Routes project that Metro completed in partnership with the Regional Disaster Preparedness Organization in 2019. DEQ staff suggested the policies refer to “infrastructure hardening” instead of climate resilience. Metro staff commented that these were valuable suggestions and that feedback would be incorporated in future work.

Specific discussion questions:

Q: Does the draft RTP project list align with recent state policies and goals for climate, equity and pricing?

ODOT staff commented they were unaware of Appendix F, and asked when the appendix will be shared and if there is any relationship to NEPA work ODOT has done in the region.

Metro staff described the purpose of Appendix F, which is to document an environmental assessment of the RTP project list following what is directed in the Code of Federal Regulations (in particular [23 CFR 450.316\(b\)](#), [23 CFR 450.324\(g\)](#), and [23 CFR 450.324\(f\)\(10\)](#)). Metro staff further explained, the analysis used for the draft 2023 RTP project list follows the same methodology used in the 2018 RTP, and previous RTPs – but with more recent data, when available. Staff confirmed that this is not a NEPA level of analysis but more high-level to identify projects that may impact natural, historic or cultural resources. Metro staff noted that the assessment also includes a discussion of the types of potential mitigation strategies that can be used. Metro staff have consulted with Federal, State and other natural resource agencies, and Tribes on the methodology and data during the scoping phase for the RTP update and more recently on draft assessment. A revised draft Appendix F that addresses feedback received will be released for public review in July as part of the RTP public comment period.

Q: Are there other policymaking, planning, or statewide rulemaking that the RTP or MTIP should be aligning with?

Agency partners discussed incorporating changes from electric vehicles and the effects of telework trends on greenhouse gas emissions. DEQ staff requested more information about the research and analysis Metro staff and a consultant team recently completed in support of the RTP update. DEQ staff expressed the information could potentially inform the statewide Employee Commute Options (ECO) rulemaking underway. In particular, Oregon DEQ would like to understand the anticipated future impacts, based on Metro's climate modeling, of the state Employee Commute Options regulations requiring employers to provide alternatives to driving alone. Metro staff agreed to share this information at an upcoming technical meeting.

Kim Ellis, Metro, requested feedback about the Oregon Statewide Transportation Strategy (STS), particularly what state-led pricing actions should be assumed in the RTP climate analysis. She noted the memo in the meeting packet described the key questions and challenges. Brian Hurley, ODOT Climate Office, explained there is an “Adopted Plans” scenario Metro could use that reflects adopted state plans as of 2022. This does not include most of the STS pricing assumptions – but does have a modest assumption for pay-as-you-drive (PAYD) insurance that is somewhere between 0 and 100% by 2050. This assumption would be the minimum ODOT would like to see Metro include in the analysis. Questions about timing for VisionEval modeling and requested an opportunity to see that work.

Metro staff agreed it was timely to consult with ODOT, DLCD and DEQ on the climate analysis being conducted for the 2023 RTP to ensure the VisionEval model and technical assumptions align with state requirements for the analysis.

Q. Other feedback or comments you would like to share with Metro staff?

Chris Ford, ODOT, suggested a post RTP debrief on what went well/did not go well. One concern has been the amount of staff time taken to participate in the RTP update. He noted different staff lead each piece and organized the work and review of the work in different ways, making it difficult to know what to expect. Other agencies present showed interest in a post RTP debrief.

Tara O’Brien from TriMet commented future updates could do more to integrate land use and transit in the conversations.

Next steps

Metro staff outlined how they would be collecting and responding to feedback

- May 4, 2023 - Provide any additional questions or comments to Metro staff.
- May 5, 2023 - Public comment period for 2024-27 MTIP closes. Metro to finalize and create adoption draft.
- June 2023 – 2024-27 MTIP briefing to TPAC and JPACT
- July 2023 – Request JPACT approval Metro Council adoption of 2024-27 MTIP
- July 10 – August 25, 2023 – The Draft 2023 Regional Transportation will be available for public comment.

ATTACHMENT F: 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 2024 to 2027. The Metropolitan Transportation Improvement Program also demonstrates how the list of projects complies with federal regulations regarding fiscal constraint and public involvement.

Submit comments April 5 through May 5, 2023:

online at oregonmetro.gov/mtip2024-27 | 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.

Provide written or verbal public comment at the Metro Council public hearings: **10:30 a.m. Thursday, April 20, 2023.** 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 503-797-1750.

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 503-797-1750.

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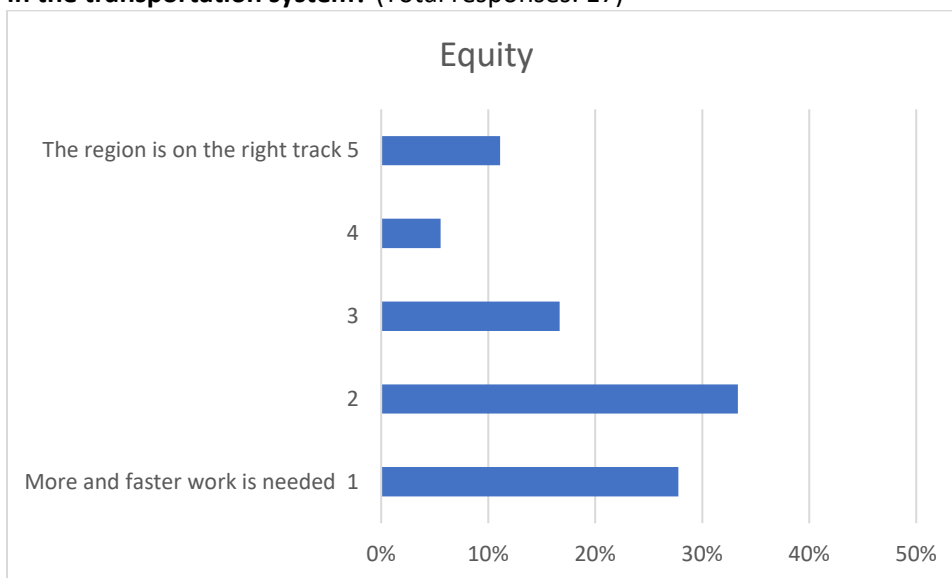
Настоящим уведомляем, что у вас есть возможность оставить свой отзыв относительно приоритетов транспортного развития в вашем регионе. Русскую версию настоящего оповещения можно запросить по номеру 503-797-1750.

본 통지서는 지역 내 교통 관련 우선 사항에 대해 귀하의 의견을 제시할 수 있는 기회를 알려 드리기 위한 것입니다. 한국어로 번역된 통지서 전문을 받아보시려면, 503-797-1750 로 문의하십시오.

ATTACHMENT G: ONLINE COMMENT SURVEY RESULTS

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2	97124
3	97006
4	97123
5	97007
6	97006
7	97214
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9	97211
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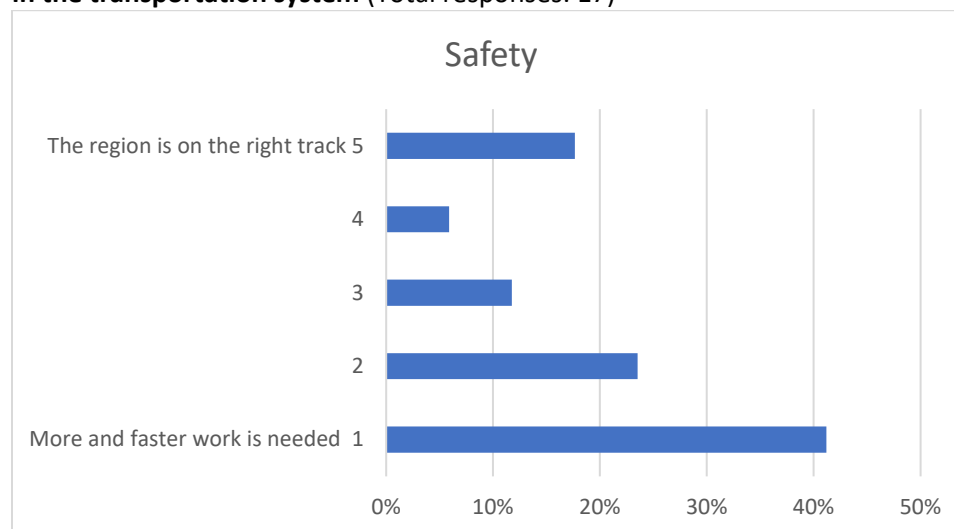
Figure 3: Do you think greater Portland is making the right level of progress toward advancing equity in the transportation system? (Total responses: 17)



Is there anything you would like to share about the greater Portland region's planned investment in advancing equity?

#	Equity: open-ended response
1	Apart from equity, emphasis needs to be on reliability (this is transportation) and safety.
2	would like to see a bus route from orenco to south hillsboro. would like to see 47 bus run on weekends too.
3	It's too slow. We have more traffic but we also have more people walking, biking, using scooters, and less than safe routes.
4	Looks like the MTIP is making good progress towards underserved communities, EXCEPT for the numerous unpaved streets in poor neighborhoods while better neighborhoods are getting numerous improvements that could continue to work well with existing infrastructure. It's only fair!
5	Social Engineering is not an advancement in equity. Instead of fleecing the motorist paid taxes to fund alternative infrastructure, genuine equity requires accountability from the alternative mode users whereby bicyclists directly pay out of pocket for bicycle infrastructure they utilized and where transit fares better reflect the actual costs of providing the service as opposed to just 19 percent of the operating costs
6	It's not in keeping with current employee locations or new job creation
7	The region needs to invest dramatically more in high-frequency transit, as well as pedestrian and bike infrastructure
8	Increase access for crossing Powell Blvd for the disabled community and increasing the safe frequency of people travelling along and across Powell Blvd

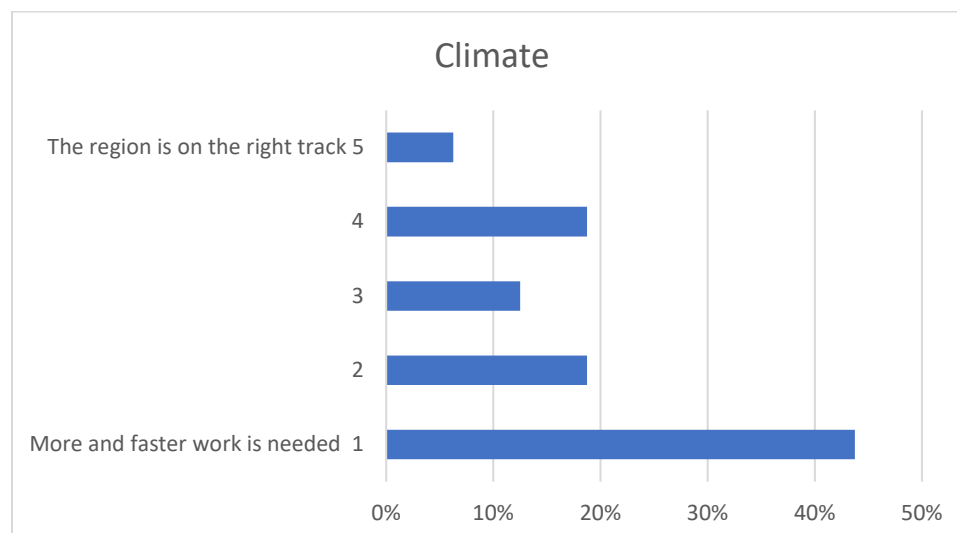
Do you think the greater Portland region is making the right level of investment in advancing safety in the transportation system (Total responses: 17)



Is there anything you would like to share about the greater Portland region's planned investment in advancing safety?

#	Safety: open-ended response
1	Safety also needs to include making people safe in taking transport, public or private. This means policing roads better and enforcing laws, not just focusing on technological measures.
2	Not nearly enough focus on reducing VMT and right-sizing roads.
3	Construction and expansion closes sidewalks and bike lanes. Safe alternatives need to be in place before these projects move forward.
4	Except for the speeding from drivers trying to find their way around restrictions, bottlenecks, and especially jammed freeways safety generally seems better
5	Metro compromising traffic safety when traffic lanes are reduced to less than 12 feet wide and compromising pedestrian safety with pedestrian transit stop islands extending out into the middle of the street (example 162nd)
6	I have bought mace to use public transportation I don't feel comfortable with the amount of homeless on trains and busses
7	The region is moving in the wrong direction on safety as crash statistics demonstrate. We need to take more aggressive action to curtail car speeds and VMT, as well as build more bike and ped infrastructure.
8	We need more investment in pedestrian and bicycle travel and public transportation, and safety such as enforcement of speed limits, rather than moving more cars around faster.
9	Increase the frequency of safe crossings for disabled and all Portlanders along Powell Blvd from the Ross Island Bridge to I-205.

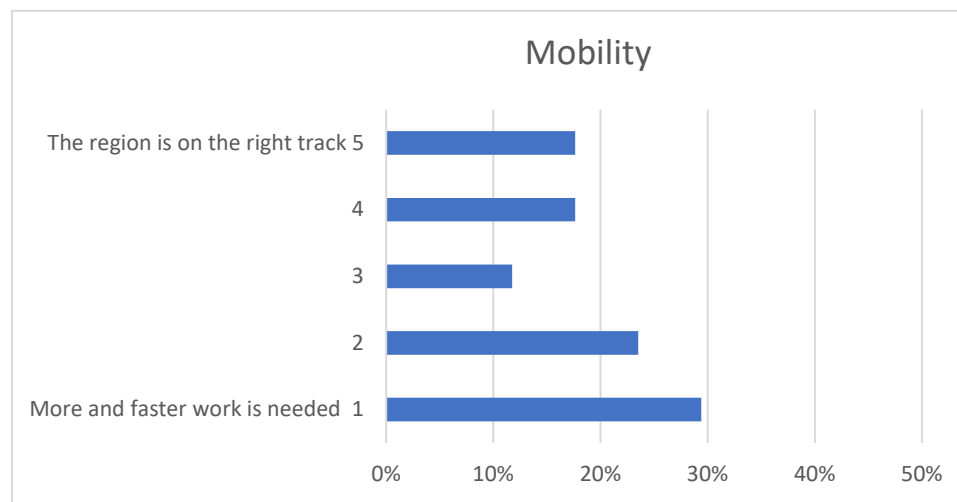
Do you think greater Portland is making the right level of progress toward advancing its climate priority through transportation investments? (Total responses: 16)



Is there anything you would like to share about the greater Portland region's planned investment in advancing climate?

#	Climate: open-ended response
1	Install more chargers for electric cars.
2	Climate change can't be seen as an isolated issue. EVs only solve the "emissions" issue with private vehicles still involve the other issues like inefficiency, higher accident rate, etc. EVs also are leading to biodiversity loss. We need to focus more on getting people to public transit than just continue having us drive around in inefficient vehicles. :)
3	We're going in the right direction but need more vehicle charging stations on public and private property. The green new deal might help but the faster we set up infrastructure the more we can decrease greenhouse gasses. MAX will help but unfortunately its proven to be too unreliable in very hot and icy weather.
4	Metro is actually creating more traffic congestion adding to fuel consumption and emissions when full service traffic lanes are replaced with bus only and bike lanes. (example NE Couch Street leading to the Burnside Bridge)
5	I think we're over doing all laws regarding climate change Car design transportation and new requirements for parking near transit
6	GHG emissions continue to climb despite rhetoric coming from government officials. We cannot meet our region's emissions targets without significantly curtailing VMT.
7	We need to get a lot of cars off the road and people into public transportation. The idea of electric cars is a fantasy. They're too expensive and we don't have the renewable generation capacity.
8	Increase safety across Powell Blvd and the safe, efficient movement of people using Powell Blvd from Ross Island to I-205.

Do you think the greater Portland region is making the right level of progress toward reducing traffic congestion? (Total responses: 17)



Is there anything you would like to share about the greater Portland region's planned investment in increasing mobility?

#	Mobility: open-ended response
1	People need to be more comfortable taking public transport which means ensuring they are safe, miscreants punished, transport is hygienic and enforcing ticket requirements. Just hoping people have paid and not punishing ticketless travel is a utopian dream.
2	A massive increase in transit service and bicycle infrastructure is needed.
3	Mobility would earn a D- in my estimation. This is the elephant in the room nobody in authority seems to want to talk about or solve. Our mobility inside Metro is terrible during peak and marginal periods of the day. We have horrendous freeway congestion that's climate unfriendly, economically depressing, a regional catastrophe, embarrassing, time and resource wasting, and I could go on ad nauseum.... Portland Metro used to be convenient, comfortable, & attractive, and where you could plan a trip inside and outside of Metro and be pretty well assured you'd get there on time. We frankly only do about 25% of what we'd like to do because the vehicle highway and freeway transportation system is generally horrible. I have to rely on private vehicle transportation for numerous reasons but drive a plug in hybrid mini-van, trying to do my part. I-5 is a mess along with the Interstate bridge. From there South thru to the Markham bridge its an unsafe, unsightly, nightmare. 217 is also nightmare, hopefully the improvements there will help but without an westside freeway connection its days are limited. Planning for a wide westside freeway SHOULD have been and be a high priority, if its not already too late. Cornelius pass seems like the only likely possibility running through forest park, over Sauvies Island, and a new bridge into North Vancouver seems like the only possibility. How in the H can you realistically reduce travel miles when the population has doubled since 1950??? Unless Portland's core turns into a slum city central we've GOT TO BUILD way through and around it. What's generally been done has helped but the capacity is horrible. More lanes have got to be built somewhere. More high capacity lanes are critical.....unless you can stop growth. Portland is never going to be a quaint, cute, little European city. The best we can do is make it a hybrid but address the Elephant in the room for goodness sake! I want to be proud of Portland again. Sorry for the rant but I've reached a boiling point with some aspects of planning. I'm all for multi-modal transportation, but you've got to address the MAJOR PROBLEM from the top down, not sidestep it and work from the bottom up with just a few items that sound good on paper but DO NOT SOLVE OUR MAJOR PROBLEM,. We've got to "unfortunately" build more high speed lanes. Thats something I thought I'd never say but its a clear as the nose on one's face!!!
4	Too many times adding mobility for a few reduces mobility for the majority. (example Division Street Rapid Transit)
5	Tri-met's planned reduction in services is of concern as many areas will no longer have access to public transit.
6	Yes but it will never achieve as much usage as people are in love with their cars. Can't replace getting to destination faster and often trimet not on time
7	A combined walk/bike/transit mode share of 16.5 percent is unacceptable and guarantees we will meet our own emissions targets. We need to take more aggressive action to curtail car VMT and provide better alternative options to get around via transit, bike, and walking.
8	I don't know if you're on the right track but this shouldn't be a priority. You can reduce congestion by reducing the number of vehicles.

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?

#	Other: open-ended response
1	Focus on what actually makes transportation work, like reliability, safety and ease of use. Focus on improving access for marginal communities is needed yes but the agencies seem to be having that as the only important criterion.
2	Construction take way too long, not well planned and/or executed
3	Focus also on changing people's behavior by making clear why these changes are being suggested. We need to ensure the diversity of people's beliefs when doing so. For example, someone who doesn't believe in climate change still should be able to appreciate that public transit is still a better option of getting around for most people.
4	Bike racks and secure scooter storage need to be added to construction requirements. We want to increase usage but most retail and service locations don't provide anything but car parking.
5	It is difficult to provide feedback without seeing a project list of what is proposed to be funded via MTIP
6	Address optimal multi-modal MOBILITY but expand and build more highway but especially freeway vehicle lanes.
7	No You'll just push it down our throats anyway. I only use public trans when at leisure I have a car but mostly walk or bike around the area within 20 miles
8	The amount of investment, and willingness to inconvenience cars, is grossly insufficient to meet the goals we've set for our self as a region, in safety, GHG emissions, particulate pollution, and equity.
9	Widening the rose quarter freeway and replacing the interstate bridge are huge boondoggles to subsidize the trucking industry and commuters. This money could be better spent on the above priorities.
10	See blow.

10. 1) Moreover, the word "inclusion" often comes up when planning transportation infrastructure, but appears to only apply to alternative transport mode users. Given that one, any Federal funding applied to a project will likely be derived from the gas tax; and two, while the percentage of post pandemic Portland-Metro area motor vehicle trips likely increased well beyond the nearly 80% figure of pre-pandemic percentages that were by motor vehicle; and three, while the percentage of both transit and bicycle trips have significantly declined in the past several years while at the same time spending millions and millions of motorist paid tax dollars for transit and bicycle specific infrastructure; in addition to motorist views and opinions generally being sidestepped and ignored, motorists have been excluded from inside the planning process in that motorists do not have specific and proportional seats at the citizen advisory tables where motorist views and opinions could officially be shared. Could it be that from a political standpoint "inclusion" as it applies to motorists merely means and refers to paying for somebody else's choice of transport mode? The more accurate word that applies here is again "discrimination", or maybe "extortion". History clearly demonstrates higher rates of personal mobility (such as driving) significantly contributes to greater economic productivity which in turn generates family wage jobs. A bicycle mechanic in Portland makes between 26k and 47k a year. Automotive technicians can make 100k or more a year. Additionally, more than 10% of today's jobs in Oregon are directly tied to the auto industry. It is clear that motor vehicle usage keeps the economy

humming forward. By attempting to dictate how people travel through social engineering which in Portland includes a reduction in motor vehicle infrastructure and capacity, the City is stifling the economy while adding to inflation and traffic congestion. By restricting off-street parking with new housing development, surrounding residential streets have become long term parking lots which then adds to criminal activities by making it easier for the criminal element to vandalize and steal cars which then are then used for other crimes. Portland is headed in the wrong direction! The bottom line here is that in addition to homeless issues, this entire bridge decision making process assists in quantifying and defining a deteriorating quality of life in Portland. The words "equity" and "inclusion" do not apply to the majority of Portlanders, especially the working class. With only the boxes of public engagement all too often merely checked off, many majority voices from the public, especially when they are from taxpaying motorists on transportation issues, are not being heard or are simply ignored. In various presentations Burnside has been described as the central street in the City. Should drivers who are taxed to maintain this heart of the City street now avoid using it and instead take longer routes around which may be on residential streets but over all adding to VMTs? All of the government anti-car bias and one-sidedness coupled with inequitable and socially engineered taxation policies likely adds to the logic as to why there is a local population departure with people escaping and leaving the riggers of Portland and Multnomah County to relocate in places like Clark County, Washington.

2) 82nd Avenue Improvements: 82nd Avenue is the only East Portland North-South surface street that extends from an area near the Columbia River all the way to Clackamas County. For that reason it is a high volume motor vehicle traffic corridor, a frequent service transit street and often utilized by emergency vehicles. It is a commercial lined street that is home to all types of retail businesses, many of which are dependent on motor vehicle traffic for customers. If rapid transit is added to 82nd Avenue, there must be NO removal of full service traffic lanes. Such a decision will create more traffic congestion with more motor vehicle traffic spilling over onto NE 57th Avenue in the Rose City Park neighborhood, and 60th Avenue between Halsey Street and Division Street. With the exception of small business nodes at major cross streets, both streets are two-lane, residential and already carry more traffic than they were designed to carry. Both streets also have a grade school that borders the street. Any ROW requirements on 82nd need to allow for no less than four 12 foot wide full service traffic lanes, two in each direction along with 12 foot wide signalized left turn pockets at major cross streets. This minimum width is absolutely necessary to insure that all motor vehicle lanes and left turn pockets have a safety zone wide enough to accommodate large emergency vehicles, freight and semi-trucks, dually pickups pulling large landscape trailers and transit buses that are 10 feet 6 inches wide mirror to mirror. Right turns on red should continue to be permitted, and where possible, bus turnouts at major stops on the trailing side of intersections would be helpful to reduce traffic backups. Bicycle routes should be on parallel streets. Moreover, public transit needs to become far more financially self-sustainable with a fare structure that not only pays for operations and transit vehicles, but also helps to pay for roadway maintenance. One two-axle transit bus does as much wear and tear to the roadways as 1200 cars. On 82nd Avenue alone where TriMet made 223 trips a day in 2019, it would have taken 267,600 cars in a 24 hour period traveling the entire length of the street to do the same amount of roadway damage. Pre-pandemic TriMet fares barely covered 25% of TriMet's operating costs. Today's farebox revenues cover only about 19% or less of the operating costs. Accountability is absent. Continuing to charge passenger car and light truck drivers for the heavy wear and tear buses do to the roads can be viewed as discriminatory. Finally, rapid transit has really made a total mess of SE Division Street. It has added to traffic congestion, multiple signal systems have made intersections confusing and barriers have had a negative impact to accessing businesses. THIS MUST NOT HAPPEN ON 82nd AVENUE!

3) NE Halsey Street Bike/Ped/Transit Improvements (65th to 92nd): To start with, the West end of the project should start at 67th - NOT 65th. The assumption being made here is there will be a bike connection between Halsey Street and Tillamook Street three blocks to the North

of Halsey which is also a bikeway with horrible high rise speed bumps that can easily damage cargo being carried in the back of a vehicle. 67th which should be the bike route is the first street to the West of the I-84/Union Pacific over crossing and has less of an incline leading up to it as compared to Halsey Street. I have lived on 65th most of my life, pay property taxes and DO NOT want the street to become a bike route, likely with speed bumps that I have to drive over every time I leave or enter my driveway. With the exception of a four-plex on the Northeast corner at Halsey, 65th is lined with modest single family homes having 34 driveways with cars backing in and out of them. There is an average of slightly more than two cars for each household. The average occupancy rate is likely around 25 years in that some homeowners have lived on this three block long street for more than 50 to 60 years while others are new comers. The three blocks on 67th between Halsey and Tillamook is all apartments with the exception of a grocery store and a storage facility on the East side of the block between Halsey and Broadway. The grocery store has relatively small parking lot with only one entrance/exit on 67th and another one on 68th. To accommodate the apartment dwellers there is a total four parking lots each having only one entrance/exit that allows drivers to go forward in and out. Additionally there needs to be a better visibility and an on-demand traffic signal at 68th where cars exit I-84 and want to make a left turn to westbound Halsey Street. The intersection at 80th and Halsey at the bottom of the ramp to the overpass over 82nd Avenue also needs to be improved, but not with a roundabout that will only make it worse. Adding a two-way bike infrastructure to the South side to the ramp will severely compromise safety for both motorists and bicyclists. The ramp is too narrow to accommodate auto traffic and the two-way bike infrastructure on the South side, There is a major pinch point on the ramp located at the location of the crash barrier at the top of the entrance to I-84 west bound. It is also insane to think bicyclists flying down the ramp incline opposing oncoming up hill traffic can safely navigate the intersection at 80th and Halsey with or without a roundabout. Bicycles should be routed to a signalized crossing on 82nd and then take Jonesmore on the East side of 82nd to directly connect with Halsey at 84th. Rerouting motor vehicle traffic around the overpass would only add congestion to 82nd Avenue in the area of the MAX stop. Finally, since this project is mostly a bicycle infrastructure project, and like ALL bike projects, bicyclists should directly help pay for it out of pocket instead of just continuing to freeload by siphoning off tax dollars motorists pay on motor fuel consumption.

4) ODOT NEVI Charging Stations: To establish genuine equitable mobility and actual accountability whereby everybody has monetary skin in the mobility game; instead treating motorists like cash cows to be milked as if they are unlimited ATMs while other infrastructure users just lip provide service; not only do bicyclists and transit users need accept some financial accountability by being required to step up and pay for the specific infrastructure they utilize, electric vehicle owners also need to step up and pay for what they utilize which includes the need to increase the capacity of the electrical grid to meet an increased demand brought on by electric vehicles usage. The costs for upgrading the grid to accommodate electric vehicles MUST NOT be added to residential electricity rates. All electric vehicle charging stations need to have credit card readers or another way of payment where a consumption fee, an infrastructure delivery charge fee and a grid upgrade fee along with a road tax is paid at the time of the charge. And finally, any tolling proposal MUST go to a vote of the people. If the Columbia River Bridges are tolled where there is or will be separated bicycle and transit infrastructure, bicyclists MUST also be required to pay a toll and transit fares must include a surcharge. The government initiated car-hater bias needs to come to an end by STOPPING all the discriminative and dictatorial social engineering aimed at motorists who compared to other modes keep the economy moving forward.